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No. 4127. All Pure Wool Light weight.

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| Vests with Short Sleeves | ...  | \$6.25 | 6.75 | 7.25 | 7.75 | 8.25 | 8.75 | 9.25 |
| Long Sleeves             | ...  | \$6.50 | 6.95 | 7.50 | 7.95 | 8.50 | 8.95 | —    |
| Pants                    | ...  | \$6.75 | 7.25 | 7.75 | 8.25 | 8.75 | 9.25 | —    |

No. 558. A good Medium weight.

|                          |     |        |      |      |      |      |      |   |
|--------------------------|-----|--------|------|------|------|------|------|---|
| Vests with Short Sleeves | ... | \$6.75 | 7.25 | 7.75 | 8.25 | 8.75 | 9.25 | — |
| Long Sleeves             | ... | \$6.95 | 7.50 | 7.95 | 8.50 | 8.75 | 9.50 | — |
| Trousers                 | ... | \$7.25 | 7.75 | 8.25 | 8.75 | 9.25 | —    | — |

No. 3691. An excellent heavy-weight pure soft wool. Comfortable to wear.

|                          |     |        |      |      |      |       |   |   |
|--------------------------|-----|--------|------|------|------|-------|---|---|
| Vests with Short Sleeves | ... | \$7.75 | 8.25 | 8.75 | 9.25 | 9.75  | — | — |
| Long Sleeves             | ... | \$7.95 | 8.50 | 8.95 | 9.50 | —     | — | — |
| Trousers                 | ... | \$8.25 | 8.75 | 9.25 | 9.75 | 10.25 | — | — |

No. 4997. A nice light weight in Wool and Cotton. Just the thing for present wear.

|                      |     |        |      |      |      |      |      |      |
|----------------------|-----|--------|------|------|------|------|------|------|
| Vests, short Sleeves | ... | \$4.75 | 5.25 | 5.75 | 6.25 | 6.75 | 7.25 | 7.75 |
| Long Sleeves         | ... | \$4.95 | 5.50 | 5.95 | 6.50 | 6.95 | 7.50 | —    |
| Trousers             | ... | \$5.25 | 5.75 | 6.25 | 6.75 | 7.25 | 7.75 | —    |

WHITEAWAY, LAIDLAW & CO., LTD.,  
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## COMPANY MEETING.

DAIRY FARM ICE AND COLD STORAGE CO., LTD.

A RECORD YEAR.

The twenty-fifth ordinary annual meeting of shareholders in the Dairy Farm Ice and Cold Storage Co., Ltd., was held on Saturday at noon. Mr. J. Scott Harston (Chairman) presided and there were present:—Rev. Fr. Robert, Messrs. J. Bell Irving, Jr., and W. S. Brown (directors), A. Stevenson (manager), M. Manuk (secretary), and Messrs. W. E. Van Eys, Bagram, H. Percy Smith, C. Makeham, T. Oliphant, H. W. Page and Chan Tong (shareholders).

The Chairman said:—Gentlemen,—Your Directors are pleased to be able to come before you with such satisfactory results as are shown in the report and accounts. These results constitute a record in the annals of this Company and reflect great credit on all concerned.

After making the usual provision for bad and doubtful debts, depreciation, etc., your Directors recommend that the net profits amounting to \$241,091.05 be appropriated as follows:—

|                                       |              |
|---------------------------------------|--------------|
| To pay a dividend of \$1.75 per share | \$199,500.00 |
| To place to cattle reserve            | 20,000.00    |
| To place to typhoon insurance fund    | 10,000.00    |
| To carry forward                      | 11,591.05    |
|                                       | \$241,091.05 |

You will observe from the report and accounts that, in addition to spending \$85,343.99 of repairs and renewals, we have written off \$47,710.78 on account of depreciation, which your Directors consider both wise and necessary in view of the fact that some of our buildings and machinery at the ice works are old, and that a considerable sum will have to be spent on them for repairs and reconstruction.

The cattle disease which broke out among the cattle imported from Australia last year, referred to by my predecessor in the Chair (Mr. L. N. Lee) in his last year's speech, carried off a number of our herd, and the subsequent outbreak of rinderpest and other diseases considerably augmented our loss—in consequence of which the death roll this year has been the heaviest the Company has known for a considerable period. Everything possible has been done to check the disease and to prevent its recurrence, and I am pleased to say that the conditions are now very much better, and we have passed the worst.

In addition to the 135 head of new cattle imported during the past year, we are now making enquiries for a further lot in order to enable us to cope with the very large demand for our milk and dairy produce.

In view of the satisfactory profits, the staff have not been forgotten, and your Directors have been pleased to vote them a bonus of 15 per cent. on their salaries, which, I have no doubt, will meet with your unanimous approval.

### UNIFICATION OF INTERESTS.

On the 8th of last month an announcement was inserted in the local newspapers to the effect that the Hongkong Hotel Co., Wiseman, Ltd., and this Company were conducting negotiations with a view to the unification of the interests of all three Companies. These negotiations were undertaken with a view to the Companies concerned arriving at an understanding whereby the shareholders in Wiseman, Ltd., and this Company should (if they approve of the proposed unification of interests) surrender the shares held by them respectively in exchange for shares in the undertaking of the Hongkong Hotel Co., the object of this being to weld the interests of the three Companies together in such a manner as to secure by an increased turnover and economy in running expenses beneficial results not only to the three Companies mentioned but also to the general public. The above negotiations have been abandoned, however, so far as regards Wiseman, Ltd., but will be proceeded with in regard to this Company. The proposed unification will not involve the liquidation of this Company, which will be preserved as a separate entity, and the basis upon which the exchange of shares between the shareholders in this Company, on the one hand, and the Hongkong Hotel Company, on the other, will be effected, will be that the shareholders in this Company will receive in exchange for each share surrendered by them respectively one share in the undertaking of the Hongkong Hotel Co. The further details in connection with the foregoing are now under consideration, and when complete, the scheme of unification will be duly submitted to the shareholders of both the Companies concerned.

I now beg to formally propose that the report and accounts of the Company for the financial year ending July 31st, 1921, as presented, be adopted.

Mr. W. E. VAN EYS seconded the resolution, which was carried unanimously.

The retiring directors, Messrs. J. Scott Harston and W. S. Brown, were unanimously re-elected on the motion of Mr. H. PERCY SMITH, seconded by Mr. A. STEVENSON.

Mr. T. OLIPHANT moved, and Mr. C. MAKEHAM seconded, that Messrs. Percy Smith, Seth and Fleming be re-elected auditors for the ensuing year at a remuneration of \$600 per annum.

This was approved and the meeting concluded.

## A JAPANESE SEAPLANE ADVENTURE.

### ONE MACHINE MISSING.

Out of four seaplanes which left Kyushu for Seoul, on October 4th, only one reached its destination. Two safely landed, but one is missing. Destroyers were despatched to search for the missing machine which carried one man.

This flight was the preliminary survey for the Tokyo-Changchun military flight.

## MATSHED FIRE NEAR KING'S PARK.

ARMY MULES BURNED TO DEATH.  
INEFFECTUAL PRESSURE OF WATER.

At 2.30 o'clock on Saturday afternoon, a number of matsheds used as stables by the 30th Mule Corps (A.S.C. Mule Transport), just behind the quarters of the H.K.S. Battery, R.G.A., were destroyed by fire and 11 mules and 2 ponies were burned to death. According to an on-looker who lives in Cox's Path, a row of houses overlooking the scene of the fire, it was evident within a few minutes of the first alarm that nothing could save the matsheds from destruction. The fire originated at a matshed on a knoll of land opposite the Obelisk in Jordan Road. Whistles were blown and the Indian soldiers hastened to the spot, some of them emptying buckets of sand over the matshed. They then filled the buckets from a horse trough and tried the wet method of quelling the outbreak, as the dry method had been ineffectual. Blazing fragments of the matshed roof were carried, almost immediately, towards Jordan Road and fell on the long line of matsheds in which a considerable number of mules are fed. These matsheds first caught alight at the Cox's Road end and the flames were seen to travel with great rapidity along the row.

The mules could be heard screaming and trampling in their fright and a number of Indian soldiers, very pluckily rushed into the matshed and released as many animals as possible. They could do nothing at the Cox's Road end as that part of the matshed was soon fully ablaze. Some of the men came out, removed their turbans, and went in again in the anxiety to save as many of the unfortunate mules as they could from a painful end. A difficulty was that, by reason of these creatures' habit of kicking, they were each chained by one hind leg and fastened by the halter to the manger. Their fright, also, soon caused them to become unmanageable. The fire was over in a very short space of time and two mules were removed, still living, from the embers. They were shot, however, to put them out of their misery. Two more had to be shot yesterday. The carcasses of the animals burned to death within the matshed were afterwards destroyed at the Kennedy Town destructor.

Although the fire was a very rapid affair, the Kowloon Fire Brigade was on the scene well before the flames got a complete hold of the long matshed bordering the main road. But matshed fires are, notoriously, only a question of moments, and the Fire Brigade, though they acted with great promptitude, could do very little. The nearest hydrant is at the corner of Cox's Road, and the hose had to be dragged along the road for a distance corresponding to the width of a tennis court, and taken round the corner, before the jet from the nozzle could play on the fire. Then it was found that the pressure was very bad indeed; the hydrant is only a four-inch one, and the long length of hose did its share in reducing the force of the jet. Connection was then established with the next nearest hydrant, at the Chinese Theatre in Nathan Road, and no fewer than sixteen lengths of hose were used to reach the scene of the fire. A mere dribble was all that could be obtained. It may be added that the Yau-mai contingent of the Fire Brigade attended, and also did what they could.

Even with the best supply of water in the world it is problematical whether more than a short section of the matshed in which the mules were could have been saved, having regard to the rapidity with which the flames spread. Nevertheless, the need for the provision of hydrants of larger diameter at this spot, so that a good pressure of water may be obtained in case of fire, is very apparent. The Diocesan Girls' School occupies a triangular site near by, at the junction of the two roads that join at the Obelisk. A short distance away is a knitting factory employing 300 work-girls and, judging from Saturday's experience, if a fire occurred at either of those places the jet of water available would not reach higher than the first floor.

One other matter deserves mention. The European who telephoned the first warning of the fire (we are informed) was told, at the telephone exchange, when he said "I want Fire Brigade," that he must give the number. The operator would not put him through without being given the number and there was some little delay while he found it in the Directory. This is unnecessary in most towns and should be so here.

We should be better able to educate the public if we did not resort so readily to threats.—Mr. Stephen Walsh, M.P.

Not unusually when a boy washes his neck without being told, it is a sign of his first love affair.—The Rev. F. A. Servante.

## DONT BUY GLASSES

as you would shoes. Many defects of the eye are revealed only by a careful examination, and can only be corrected with specially ground lenses. If your eyes trouble you, have them thoroughly examined and scientifically tested in the Refracting chamber of the Hongkong Optical Co., Successors to Clark & Co., Manufacturing & Refracting opticians (the only competent optical manufacturing house in the Colony), located in 53, Queen's Road Central, and a pair of lenses will be specially ground to correct 'help defects.—Adv.



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## HONGKONG JOCKEY CLUB.

## THE FOURTH GYMKHANA.

Patron.—H.E. Sir R. E. Stubbs, K.C.M.G.  
 Stewards.—H.E. Vice-Admiral Sir A. L. Duff, K.C.B., H.E. Major-General Sir G. M. Kirkpatrick, K.C.S.I., K.C.B., Hon. Mr. Claud Severn, C.M.G., Commodore W. Bowden-Smith, C.B.E.

Stewards.—The Hon. Sir C. Paul Chater, K.C., C.M.G., Lieut.-Col. G. H. Hall, Brutton, Mr. R. M. Dyer, Mr. Henry Humphreys, Hon. Mr. A. G. Stobden, Mr. D. G. M. Bernard, Brig.-Gen. E. B. Macnaghten, C.M.G., D.S.O., Mr. H. P. White, Mr. J. Bell-Ing, Mr. H. Birkett, Clerk of the Course.

Gymkhana Committee.—Mr. C. H. Blason, Mr. D. E. Clark, Dr. C. Forsyth, Major Timmis.

Judges.—Lieut.-Col. J. R. Wyndham, Mr. D. E. Clark.

In Charge of Stables.—Mr. H. Birkett, Mr. R. M. Dyer.

Starter.—Brig.-General E. B. Macnaghten.

Fieldwork.—Mr. H. P. White, Dr. C. Forsyth.

Timekeeper.—Mr. A. E. S. Alves.

The fourth gymkhana promoted by the Hongkong Jockey Club, this season, attracted a large number of people, on Saturday, and a brisk meeting of three hours' duration passed off very agreeably. H.E. the Governor arrived in time for the first race and stayed to the end.

The number of ponies facing the starter, in some of the races, was not so many as usual but interest in the events and in the pari-mutuel and the cash sweep department was as keen as ever. The Band of the Wilts. Regiment played selections on the lawn during the afternoon.

In the three quarter-mile race, those who follow Mr. Doyle—an increasing number at every meeting owing to his consistent success—were afforded plenty of excitement. Spynie appeared to be the likely winner for the greater part of the distance but, on entering the straight, Lightning made a great spurt and the two ponies did the last 300 yards neck to neck. Almost on the post Spynie got a lead and won by a neck.

Only three ponies faced the starter for the Gymkhana Stakes, the principal event, and of these only Scampdale had any points to credit from previous meetings, namely 4. Scampdale, therefore, was naturally the favourite, but the outcome of the race was a surprise to the punters. Pawshop took a big lead from the very start and set a pace that it was thought could not last. However, although the other ponies reduced the intervening distance considerably, they never overhauled Pawshop, which won by a length, with Scampdale and Bolshovich in close competition for second place.

The Amateur win in the 14 mile handi-capped race, another notable feature of the day, was won by a pony named "The Best" which, at the start, was followed by the results of the contests:

**FIVE FURLONGS RACE.**  
 For Subscription Griffins of both classes, any season, which have run and not won at Gymkhana this season, 1st prize, \$250; 2nd prize, \$100; 3rd prize, \$75.

Mr. John Bell-Ing's Miserrimus Doleful, 155 lbs. (Mr. J. Bell-Ing) 1

Mr. Topsid's Mountain Bear (late Timour), 155 lbs. (Mr. T. W. Doyle) 2

Mr. Blank's King Harry, 155 lbs. (Mr. Gibson) 3

Mr. Tricolor's Quo Vadis, 155 lbs. (Mr. P. Kremer) 0

Capt. E. G. Spinks' Dekho (late Sportsman Artichoke), 155 lbs. (Capt. Spinks) 0

Mr. Nemazee's Ardalan, 155 lbs. (Mr. H. Seth) 0

Hon. Mr. P. H. Holyoak's Mystic Dahlia, 152 lbs. (Mr. Sewell) 0

A length separated first and second, and three lengths the second and third.

Time: 1min. 19.4-5secs.

Pari-mutuel. Cash Sweep.  
 Winner: \$10.40 Ticket No. 1, 3.40 234, \$1,592.50  
 2, 5.40 218, 453.00  
 3, 6.90 187, 227.50

Unplaced Nos.: 165, 404, 353.

**THREE QUARTER MILE RACE.**  
 Class Handicap: A Class.—For China ponies, 1st prize, \$250; 2nd prize, \$100; 3rd prize, \$75.

Mr. T. W. Doyle's Spynie, 155 lbs. (Mr. T. W. Doyle) 1

Mr. C. B. Thompson's Lightning, 155 lbs. (Mr. J. Bell-Ing) 2

Mr. Tricolor's Humourist (late Forest Child), 145 lbs. (Mr. P. Kremer) 3

Mr. H. Birkett's Flywheel, 150 lbs. (Mr. F. M. L. Soares) 0

A neck between first and second and three lengths between second and third.

Time: 1min. 30.4-5secs.

Pari-mutuel. Cash Sweep.  
 Winner: \$16.90 Ticket No. 1, 5.40 196, \$2,272.50  
 2, 6.90 241, 642.40  
 3, 8.90 650, 324.70

Unplaced: No. 10.

**GYMKHANA STAKES.**  
 Value \$500. Distance.—One mile. For all China ponies.

A Cup to be run for five times, or as decided by the Committee, called the Gymkhana Cup, to be presented at the end of the season, and to be won by the pony scoring most marks in the races for the Gymkhana Stakes at the season, counting 4 points for a first; 2 for a second; and 1 for a third. 2nd prize, \$200; 3rd prize, \$100.

**MARKS EARNED TO DATE 1931.**

Parran ..... 5  
 Speckled Mouse ..... 4  
 Scampdale ..... 4  
 Hongkong Chief ..... 4  
 Spotted Sand ..... 3  
 Hutton ..... 1

Mr. Ferdnand's Pawshop, 145 lbs. (Mr. F. M. L. Soares) 1

Mr. John Bell-Ing's Scampdale (late Javelin), 145 lbs. (Mr. Bell-Ing) 2

Mr. Staves' Bolshovich, 145 lbs. (Mr. T. W. Doyle) 3

A length between first and second and a length and a half between second and third.

Time: 2min. 52-5secs.

Pari-mutuel. Cash Sweep.  
 Winner: \$10.40 Ticket No. 1, 3.40 234, \$1,592.50  
 2, 5.40 218, 453.00  
 3, 6.90 187, 227.50

Unplaced: Nos. 165, 404, 353.

**THREE QUARTER MILE RACE.**  
 Class Handicap: B Class.—For China ponies, 1st prize, \$250; 2nd prize, \$100; 3rd prize, \$75.

Mr. Staves' Neston, 155 lbs. (Mr. T. W. Doyle) 1

Mr. Soares' Dandy Child, 155 lbs. (Mr. Soares) 2

Mr. H. P. White's Carpenter, 155 lbs. (Mr. Remedios) 3

Mr. Albert's Spoilt Child, 155 lbs. (Mr. J. Bell-Ing) 0

Mr. Ferdnand's Tuckshop, 150 lbs. (Mr. P. Kremer) 0

Mr. E. G. Wilkinson's Mountain Mist, 145 lbs. (Mr. Seth) 7

Mr. J. Hanbury-Williams' Golden Syrup, 145 lbs. (Mr. H. Williams) 0

Mr. Blank's King Harry, 147 lbs. (Mr. Gibson) 0

Three-quarters of a length separated second and third and two lengths' second and third.

Time: 1min. 36.2-5secs.

Pari-mutuel. Cash Sweep.  
 Winner: \$9.10 Ticket No. 1, 3.60 230, \$2,404.10  
 2, 5.90 200, 712.60  
 3, 11.60 443, 336.30

Unplaced: Nos. 784, 433, 354, 359, 384.

**BALL AND BUCKET RACE.**  
 Ladies' Nomination Race, open to members of the Jockey and Polo Clubs and Mounted Troop. Each Competitor, mounted on a China pony, had two or three posts with polo balls on top, and a bucket, assigned to him. He had to ride to a post, take off ball, ride to the bucket, and drop the ball in, returning for each other ball in the same manner, and when all had been dropped in, ride past the winning post. If a ball fell to the ground, the competitor might dismount to recover it, but no balls might be removed from the post or dropped in the bucket unless he was mounted at the time. Prizes, presented to 1st, 2nd, and 3rd Competitors, and Souvenirs to the Ladies Nominating them.

The competitors were:—  
 Mr. J. M. Dodington, nominated by Mrs. Wyndham 1

Capt. C. S. Fisher, nominated by Miss Kirkpatrick 2

Mr. A. J. Samut, nominated by Miss R. Irving 3

Mr. R. M. P. Beaven, nominated by Mrs. Laferantz 0

Mr. J. E. H. Bibby, nominated by Mrs. F. Hall 0

Lieut.-Col. P. A. Cox, nominated by Mrs. Ross 0

Mr. G. A. Harriman, nominated by Mrs. B. Donnelly 0

Mr. J. Bell-Ing, nominated by Mrs. Bell-Ing 0

Mr. C. Sargeant, nominated by Mrs. Hammond 0

Mr. H. Seth, nominated by Miss Seth 0

Mr. G. W. Sewell, nominated by Mrs. Temple Bevan 0

Capt. E. G. Spinks, nominated by Mrs. Spinks 0

Major Timmis, nominated by Mrs. Timmis 0

Pari-mutuel. Cash Sweep.  
 Winner: \$75.30 Ticket No. 1, 30.60 232, \$2,411.60  
 2, 28.10 150, 659.00  
 3, 24.20 340, 344.50

Unplaced: Nos. 209, 433, 634, 440, 146, 407, 417, 67, 698, 711.

**ONCE ROUND RACE.**  
 For all China ponies that have run in Hongkong and not won an official race since January 1st, 1931, other than races confined to Hongkong subscription griffins of both classes, 1st prize, \$250; 2nd prize, \$100; 3rd prize, \$75.

Mr. C. B. Thompson's Lightning, 155 lbs. (Mr. J. Bell-Ing) 1

Mr. Ferdnand's Tuckshop (late Only Hope), 152 lbs. (Mr. Remedios) 2

Mr. Staves' Bolshovich, 155 lbs. (Mr. T. W. Doyle) 3

Mr. Tricolor's Quo Vadis (late Field Child), 155 lbs. (Mr. F. M. L. Soares) 0

Mr. H. P. White's Carpenter, 155 lbs. (Mr. P. Kremer) 0

A length between first and second, and a length and a half between second and third.

Time: 1min. 58.2-5secs.

Pari-mutuel. Cash Sweep.  
 Winner: \$10.30 Ticket No. 1, 5.30 461, \$2,536.10  
 2, 15.80 80, 724.60  
 3, 23.00 230, 362.50

Unplaced: Nos. 428, 637.

**HANDICAP: ONE AND A QUARTER MILE.**  
 For China ponies, 1st prize, \$300; 2nd prize, \$150; 3rd prize, \$100.

Mr. Seth's The Ameer, 160 lbs. (Mr. H. Seth) 1

Mr. John Bell-Ing's Tiddlywinks, 152 lbs. (Mr. J. Bell-Ing) 2

Mr. Soares' Dandy Child, 147 lbs. (Mr. Remedios) 3

Mr. Topsid's Mountain Bear (late Timour), 155 lbs. (Mr. Soares) 0

Dr. Forsyth's Leighton, 155 lbs. (Mr. Gibson) 0

Mr. Saints' St. Anthony, 165 lbs. (Mr. T. W. Doyle) 0

Mr. Tricolor's Humourist (late Forest Child), 145 lbs. (Mr. P. Kremer) 0

Mr. Dyer's Beggar King, 147 lbs. (Mr. F. M. L. Soares) 0

Capt. C. S. Fisher's Coniston, 146 lbs. (Capt. Fisher) 0

The Ameer won by five lengths and two lengths separated second and third. (Continued at foot of next column.)

## UNITED ATHLETIC CLUB.

## FIRST AQUATIC MEETING.

The United Athletic Club held its first aquatic sports meeting on Saturday, and, despite counter-attractions, achieved quite a success. A large number of spectators assembled at the Victoria Recreation Club's bath, which had been lent for the occasion, and watched with interest an excellent programme of events. The "Blue Jazz Band," which made its debut at the Kowloon Cricket Club's concert recently, rendered selections during the afternoon, and tea was served during an interval. Mrs. W. J. Carroll presented the prizes and afterwards received at the hands of Miss Connie Smith, a handsome bouquet in silver vase. Mr. A. H. Carroll expressed the thanks of the Club to the subscribers and donors of prizes, to Mr. B. C. Wicheh for his expert assistance, and to the V.R.C. for the use of the swimming bath.

The following were the results of the contests:—

Four Lengths Handicap.—First prize by Mr. W. J. Carroll, 1. J. Kent; 2. K. Mason.

Long Plunge.—1. L. R. Duncan, 50 feet; 2. F. Schepel, 33 feet 8 in.

Two Lengths Girls' Handicap.—1. D. Wicheh, 44secs.; 2. C. Smith, 41.2-5secs.

100 Yards Championship for cup presented by Mr. A. H. Carroll. First prize by the Hongkong Share Brokers' Association.—1. D. Laing, 52.2-5secs.; 2. C. Logan, 58.4-5secs.

Boys' Two Lengths Handicap.—1. A. May, 30.4-5secs.; 2. W. Urquhart.

Girls' Two Lengths Handicap (breast and double stroke).—1. D. Wicheh, 47.3-5secs.; 2. Ruby Chia, 48secs.

Team Race (members).—A. Botelho's team beat D. Laing's team.

100 Yards Handicap (V.R.C. members).—1. E. Buschardt; 2. J. V. Ramsey.

Two Lengths Handicap (members).—1. L. R. Duncan; 2. R. K. Valentine.

Water Polo.—U.A.C. beat United Services, 3 goals to 2.

The officials of the meeting were:—Chairman, Mr. A. H. Carroll; Judges and Committee, Messrs. G. T. May, V. Summers, T. Meek, J. Beach, F. Schepel, R. C. Wicheh, A. H. Carroll, C. H. Blake, D. D. Urquhart, D. Laing, and J. C. Finch.

Referee, Mr. W. J. Carroll; Starter, Mr. R. C. Wicheh; Hon. treasurer, Mr. D. D. Urquhart; Hon. secretary, Mr. C. H. Blake.

**CHINESE RECREATION CLUB.**  
 "FRIENDLY" TENNIS TOURNAMENT.

At the Chinese Recreation Club on Saturday afternoon, a tennis tournament—Winners of the Championship v. "The Rest"—was held. Afterwards the Championship trophies were distributed by Miss Julie Wong, and this ceremony was followed by a tea-dance. The following were the results of the tennis tournament:—

Wong Po Keung and M. P. Lo beat Rumjahn and Ismail (I.R.C.), 7-4.

Ng Kze Kwong and Wei Wing Lok beat Fincher and Bradbury (Civil Service), 7-4.

B. E. Lindsell and Franks (Kowloon) beat M. K. Lo and M. H. Lo, 6-5.

Wong and Lo beat Lindsell and Franks, 8-3.

Ng and Wei beat Rumjahn and Ismail, 9-2.

Fincher and Bradbury beat Lo and Lo, 7-4.

Wong and Lo beat Fincher and Bradbury, 9-2.

Ng and Wei beat Lindsell and Franks, 8-3.

Rumjahn and Ismail beat Lo and Lo, 8-3.

The "Champions" thus scored 60 points and "The Rest" 39 on the afternoon's play. This is the second year in succession that the Chinese Club has won the shield.

**K.C.C. ENTERTAINMENT.**  
 LAST EVENT OF THE SEASON.

The decision of the Kowloon C.C. entertainment committee to conclude the series of concerts with a dance—if that rather Irish mode of expression will be excused—proved a fortunate one. On Saturday evening it was a little too cool to sit about for long at a time and the visitors, who came in good numbers, found dancing on the lawn a very agreeable way of spending the evening. The Band of the Wilts. Regt., under the conductorship of Mr. Eaton, rendered a selection of dance music in admirable style. The Band certainly did its share towards public entertainment on Saturday as it was playing, also, at the Gymkhana in the afternoon.

The supper bar and the liquid refreshment bar both supplied a need. The grounds were provided with additional illumination and dancing continued until midnight.

As the concert is now over for the season the names of the organisers who have done so much towards their undoubted success may be placed on record. The Entertainment Committee was composed of the following:—Convener, Mr. V. C. Labrum; Members, Messrs. J. P. Robinson, A. W. E. Davison, R. E. Nicholls, J. M. Jack, P. F. Shroff, G. Harvey, C. M. W. Reynolds, R. Vergette, G. W. Avenell, W. T. Elson, H. E. Stevens (secretary) and E. Abraham (treasurer).

Time: 2min. 43-5secs.

Pari-mutuel. Cash Sweep.  
 Winner: \$10.50 Ticket No. 1, 7.00 218, \$2,889.60  
 2, 8.50 205, 825.60  
 3, 21.60 95, 412.60

Unplaced: Nos. 854, 744, 703, 4, 22, 769.

## SALVAGING CIVILISATION.

## GREAT MEETING AT THE CITY HALL LAST NIGHT.

## ADDRESS BY DR. H. T. HODGKIN.

The Theatre Royal was well filled, last night, when Dr. H. T. Hodgkin gave an address on "The Salvaging of Civilisation." H.E. the Governor (Sir R. E. Stubbs, K.C.M.G.) presided and the large audience included many leading residents.

Dr. Hodgkin spoke for an hour on the application of Christian principles to the International Problem. A note of lofty eloquence, deep religious feeling and great earnestness marked his address, which was illumined by quotations from sources indicating a wide range of reading and study. Dr. Hodgkin thought that civilisation could not persist unless the principles of the Sermon on the Mount were applied to international questions. He did not condemn the League of Nations; on the contrary, he indicated that he expected great things from its operations, but he felt that "a something more" was required—a Christian spirit applied to public affairs. There were three international dangers to be apprehended: exploitation of weaker of child races by the stronger ones; division into national or class groups, and the danger of cynicism, of simply concluding that no real progress could be made in human affairs. There might be a tendency to feel that, after all, the League of Nations could not be expected to do very much. "We have got to expect a great deal from the League of Nations," said Dr. Hodgkin. "We want a revival of religion that will not only make us say all men are our brothers, but will make us believe it so that our life throbs with that conviction and we cannot look with superiority or scorn on any men wherever they are, of whatever race, or creed or class; we want this great religious spirit to sweep through our life so that we may begin to have a new faith in the future. It must be a religion that liberates men's minds and invites them to face the great facts of the universe—a religion, if it is to be any good at all, must be true. It must be a religion that will show us not only how to forgive our brother next door, but how to do that far more difficult thing, to forgive the nation that has wronged us. We must learn how to take that further step if civilisation is to be saved. Otherwise we shall go on plunging the world into war after war and see civilisation come down like a pack of cards about our ears." Dr. Hodgkin concluded with this quotation, addressed to the young men of Europe and of the world: "Believe in the future, for none but you can. Believe in the impossible; it waits the help of your hands to become the inevitable." (Loud applause.)

H.E. the Governor expressed the thanks of the audience to Dr. Hodgkin for his interesting and eloquent address. Dr. Hodgkin had pointed out, he thought, the one remedy for the present deplorable state of civilisation—the cultivation of a spirit of unity, sympathy and love between nations as well as individuals. It must be confessed that the results of the last year had not shown that the work of the League of Nations was likely to have any very immediate effect, at present, in forwarding the cause of the reconstruction of the civilisation so greatly damaged by the war. The explanation might be that the League had not sufficient driving power; it had been represented by too many as the toy of statesmen and diplomats. If the League of Nations was to be the success that everybody desired, it must have the driving power of the peoples of the countries behind it. "In order that it might become a living thing it was necessary that everyone should put aside the hard feelings of the past and cultivate a spirit of unity and sympathy with other nations. If that spirit could be extended he would not despair of seeing the League of Nations do a great work towards the saving of civilisation."

The meeting concluded with the benediction, pronounced by the Bishop of Victoria. The Rev. J. Kirk Macdonald conducted the devotional exercises at the beginning of the meeting.

**BATHING FATALITY AT REPULSE BAY.**  
 PRISON WARDER DROWNED.

A distressing bathing fatality occurred at Repulse Bay yesterday afternoon. A party of five warders from Victoria Gaol went to this popular resort in a motor boat for a swim and, when dressing, they noticed that one of their number—Thomas Duckworth—was missing. They went in search of him in a sampan, and found his body in about seven feet of water only some twenty yards from the shore. Dr. Harston happened to be available, but, unfortunately, the man was beyond medical aid.

A French mail-steamer recently brought with it to Shanghai an altered Hongkong Chartered Bank note. A Chinese money changer who went aboard the ship gave to an Arab fireman in exchange for what he took to be a \$100 note, 750 francs. It is supposed that the Arab fireman had previously been made the victim of counterfeiters in Hongkong. The bank-note was simply altered wherever the Chinese character for "five" appeared and in each case was made to read 100. On one side in large letters the words "Five Dollars" appeared unchanged. The money changer only looked at the Chinese characters. When he returned to the ship no method of proving the blame was possible as there was only the conflicting word of the two men. The French ship has since departed and the money changer is learning English, says the N.C. Daily News.

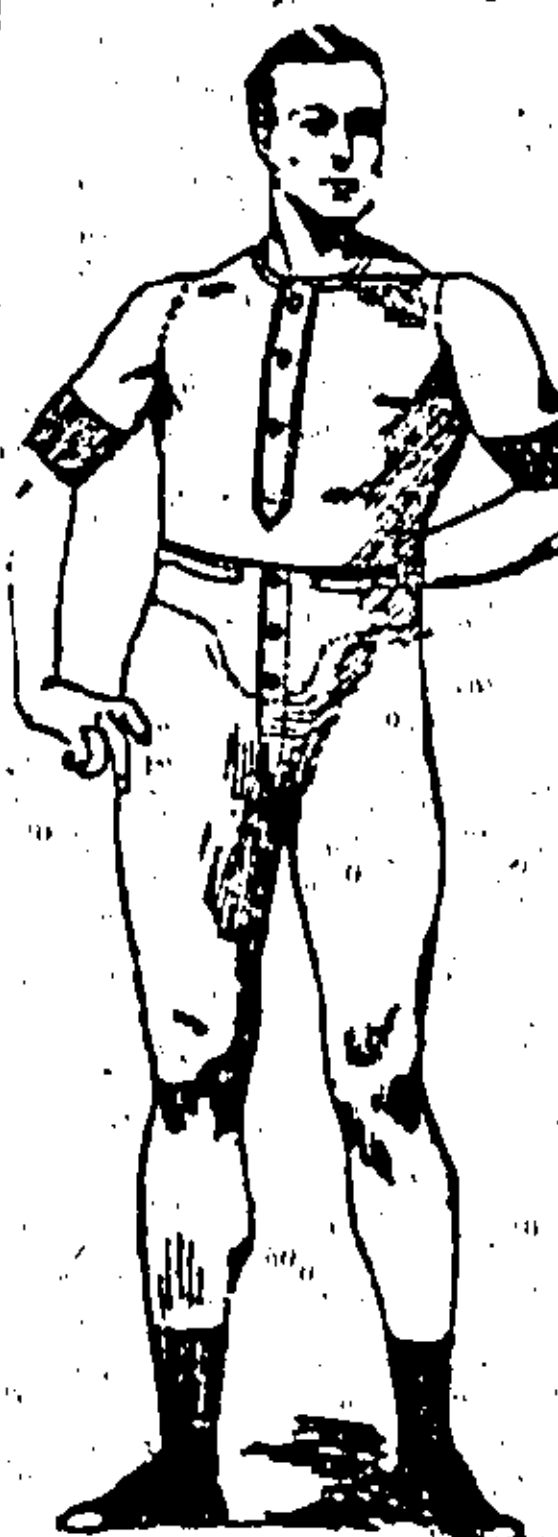
## LANE, CRAWFORD'S

## MEN'S WEAR DEPARTMENT

## EARLY AUTUMN WEAR

Spells of uncertain weather are so prevalent during October that consideration in respect of Early Autumn Wear is an urgent necessity if one is to be properly equipped to withstand all weather vagaries.

## LANE, CRAWFORD'S



SPECIAL  
 DISPLAY  
 DURING  
 OCTOBER



of Seasonable Underwear, Hosiery, Pyjamas, Shirts, Dressing Gowns and Overcoats will be worthy of inspection. A very fine range of Footwear is also available coupled with an exceptionally attractive selection of Lincoln & Bennett's Hats & Caps.

Reliable goods at competitive prices.

## LANE, CRAWFORD &amp; CO.

## MANDER BROTHERS

## OLSINA

le dernier mot

## WATER PAINTS

Particulars and shade books on application.

SOLE AGENTS:

## LANE, CRAWFORD &amp; CO.

Tel. 1741.

HONGKONG

## THE WALTZ

OF THE SEASON

## "REPULSE BAY"

BY



## NEW ADVERTISEMENTS

## NOTICE

**OWNERS OF MOTOR VEHICLES** are requested to apply at the Vehicle Licensing Office, Central Police Station, for an Enamel Motor Vehicle Licence Number Plate. In future, the registration number plates will be:

- (1) Motor Cars—Enamel plate on the back of the car. Original plate on the front of the car.
- (2) Motor Cycles—Enamel plate on the front of the cycle. Original plate on the back of the cycle.

It is requested that one of the original number plates now in use shall be returned to the Licensing Office in exchange for enamel number plate.

E. D. C. WOLFE,  
Captain Superintendent of Police.  
Hongkong, October 4th, 1921. [1574]

## MAGISTRACY.

**NOTICE IS HEREBY GIVEN** that a MEETING of the LICENSING BOARD will be held in the Council Chamber on FRIDAY, the 4th day of November, 1921, at 12.15 p.m. for the purpose of considering applications for Publicans' Licences, Hotel Keepers' Adjunct Licences and Restaurant Keepers' Adjunct Licences for the years 1921-1922 under the Liquors Consolidation Ordinance, 1911.

Forms of application may be obtained at the Magistracy.  
All applications must be forwarded to the Magistracy on or before Wednesday, the 19th day of October, 1921, and must be accompanied by a deposit of Eight Dollars.  
Applicants for transfer or new licences, and persons objecting to such applications, must appear in person.

C. WILLSON,  
Secretary to the Licensing Board.  
Hongkong 7th October, 1921. [1575]

## FOR SALE

**PEAK DISTRICT 5-ROOMED BUNGALOW** with Garden. Short distance from Motor Road; occupation early in January. Apply—  
A. D. HUGHES & HUGHES, Auctioneers.  
[1576]

## ROYAL HONGKONG YACHT CLUB.

**MEMBERS** are requested to have their boats in readiness for the OPENING CRUISE which will begin SATURDAY 29th inst.

H. S. ROUSE,  
Hon. Sec. Sailing Committee.  
[1581]

## REPULSE BAY HOTEL.

BANK HOLIDAY.  
MONDAY, 10TH, OCTOBER.

**TEA and DINNER DANCING** will be held on MONDAY, 10TH, OCTOBER. [1582]

## BRITISH MUNICIPAL COUNCIL, TIENTSIN.

**THE Council hereby invite applications** for the post of **KINDERGARTEN MISTRESS** in the Tientsin Grammar School. The commencing salary offered is \$140 to \$160, per mensem, according to the qualifications of the successful applicant. Free furnished quarters will be provided by the Council.  
Applications stating age, nationality, qualifications, and experience should be forwarded to the undersigned not later than October 8th, 1921.

By order, J. R. LYNESSE,  
Secretary. [1538]

## "SAM YICK" FIRE CRACKERS.

**IT IS HEREBY NOTIFIED** that our well-known brand of **FIRE CRACKERS** known as "SAM YICK" are only obtainable through our authorized Agent—  
Mr. An Chong of Canton Kwo Wo, Raw Silk Merchants,  
No. 28, Kung Yat Moon, Canton, and  
Mr. K. YATUNG of Ming Kee, Matting Manufacturer,  
No. 3, Ngau Chow Street, Honsan, Canton.  
The public are hereby warned against imitations sold by unauthorized persons.  
**SAM YICK FIRE CRACKERS MANUFACTORY.**  
Tai Leung, September 30th, 1921. [1517]

## OFFICIAL NOTICE

PROPOSAL TO CHANGE A SHIP'S NAME.

**WE THE INDO-CHINA STEAM NAVIGATION CO., LTD.**, of London, hereby give notice that in consequence of uniformity in naming the vessels of the Indo-China Fleet, we have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "YANIS" of Hongkong official number 161423 of gross tonnage 3372.41 tons, register tonnage 2062.91, heretofore owned by Nicholas E. Ambatielos-Copthalonia-Greece, and since by the Indo-China Steam Navigation Company of London; for permission to change her name to "MAUSANG" and to have her registered in the new name at the Port of Hongkong as owned by The Indo-China Steam Navigation Company, Limited.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.  
Dated at Hongkong, this 1st day of October, 1921.  
(Signed) JARDINE, MATHESON & CO., LTD.  
General Managers. [1523]

## INTIMATIONS

## NOTICE

**WE** beg to announce that Mr. J. HASSON is leaving for Bombay and that Mr. A. C. PEREDINA will manage the business of the Firm as from the 8th instant.

CERRIMBOY & CO., LTD.  
1887

## REMOVAL NOTICE

**WE** have this day REMOVED to the First Floor on the top of the Bank of China, No. 4, QUEEN'S ROAD CENTRAL, entrance in Duddell Street.

RAMSEY & CO.  
Hongkong, October 1st 1921. [1521]

## NOTICE OF REMOVAL

**I** have this day REMOVED my Office to BANK OF CHINA BUILDING, 1st floor, Entrance from Duddell Street.

P. M. V. DA SILVA.  
[1552]

## FIRE &amp; MARINE INSURANCE ASSOCIATIONS OF HONGKONG.

## NOTICE

## BANK HOLIDAY

**NOTICE IS HEREBY GIVEN** that all FIRE & MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, OCTOBER 10TH, 1921.

By Order,  
LOWE, BINGHAM & MATTHEWS,  
Secretaries.  
Hongkong, October 7th, 1921. [1568]

## G. R.

## SALE OF H.M. TUG "ST. SAMPSON"

**TENDERS** are invited for the purchase of the above vessel with Engines and Boilers and Various Auxiliary Machinery on board. Full particulars of the vessel and conditions of sale may be obtained from the undersigned. The vessel will be on view at H.M. Dockyard, Hongkong, from the 26th September, 1921 to the 29th October, 1921. Permits to view the vessel may be obtained on application to the undersigned, and a tender form may be obtained on payment of a deposit of \$500.

## PARTICULARS OF H.M. TUG "ST. SAMPSON"

|                                                 |              |
|-------------------------------------------------|--------------|
| Length between perpendiculars                   | 135ft. 0in.  |
| Breadth extreme                                 | 30 " 9 "     |
| Depth (under side of 8' Bar Keel to Upper Deck) | 18 " 7 1/2 " |
| Tonnage according to British Rules, Gross       | 451 Tons     |
| Nominal Displacement                            | 550 Tons     |
| At mean draft                                   | 13ft. 10in.  |
| Present mean draft                              | 10 " 9 "     |

Built by Hongkong & Whampoa Dock Co., Ltd., Hongkong.  
Completed January, 1920.

Materials of Construction:—  
Wood.....Fittings in Cabins, &c.  
Iron.....General Fittings on deck, &c.  
Steel.....Hull, bulkheads, &c.  
Decks.....Forecastle, Upper and Lower.  
A single screw steel steamer of I.H.P. 1200 fitted with internal electric lighting at 100 Volts.

Built under Lloyd's survey. 100 A.I. for towing purposes.  
The vessel is new and has not been in service since delivery from the builders.

Tenders will be received in the Office of the Commodore, Hongkong, up to Noon, on MONDAY, the 31st October.  
H. G. LOWE,  
Naval Store Officer.  
Hongkong, 22nd September, 1921. [1485]

## FOR SALE

GARDEN SEEDS  
SWEET PEAS.

Early Large flowering, Mixed Colours  
leading sorts raised by a well-known local grower

At 50 cents per packet.

## GRACA &amp; CO.

No. 10, WYNDHAM STREET.

## HONGKONG

P. O. Box 620

## DAIRY FARM NEWS

## CHEESE

|                    |                      |
|--------------------|----------------------|
| Edam Cheese        | ...\$3.00 per ball   |
| Crucero            | ... 1.10 per lb.     |
| Gouda (Full Cream) | ... 1.10 "           |
| Australian Cheddar | ... 85 cts. per lb.  |
| Pimento (Own Make) | ... 50 cts. per jar. |
| Chester (Own Make) | ... 40 cts. per pat. |

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.  
[1523]

## INTIMATIONS

## NOTICE TO CONSIGNEES.

**THE P. & O. S. N. Co.'s Steamer "DUNERA"**  
Arrived Hongkong, on Oct. 6th, 1921.  
FROM BOMBAY, COLOMBO AND STRAITS

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—  
From Persian Gulf ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.  
Optional Goods will be landed here unless instructions have been given to the contrary, six hours before arrival of the Steamer.  
Goods not cleared within 8 days, including date of arrival, will be subject to rent.  
No Fire Insurance will be effected by us in any case whatever.  
Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS.  
All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised.  
No Claims will be admitted after the Goods have left the Godown.

MAKINNON, MACKENZIE & CO., Agents.  
Hongkong, October 6th, 1921. [1568]

## S.S. "ANDRE LEBON"

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE

**CONSIGNEES** of Cargo from MAR SEILLES in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed.

Bills of Lading will be countersigned by the Underwriter, Goods remaining unclaimed after the 12th Oct., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 19th October, 1921, or they will not be recognised.

All damaged packages will be examined by Messrs. Gordon & Douglas, on Thursday, 13th inst., at 10 A.M.

No Fire Insurance has been effected.  
R. RODENFUSEE,  
Acting Agent.  
Hongkong, 7th October, 1921. [1473]

## P. &amp; O. S. N. CO.

STEAMERS FOR  
STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American, and South African Ports.

**THE Steamship "DUNERA,"** Captain Walker, carrying His Majesty's Mails, will be despatched from this Port on or about TUESDAY, the 18th October, 1921, taking Passengers and Cargo for the above Ports.  
Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.  
Parcels will be received at this Office until 3 p.m., the day before sailing. The contents and value of all packages are required.  
For further particulars apply to—  
MAKINNON, MACKENZIE & CO., Agents.  
Hongkong, October 4th, 1921. [1540]

## PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for  
SOMERCK, KX, LM, LN, LR, LT, LU, LW, MA, MK, MZ, NB, A 50.

**FOR SALE—A STEWART TERRACE**  
Peak—Apply to H. E. POLLOCK, Princes Buildings. 97

## TO LET

**GODOWN** at Yau-mai.  
For particulars apply to—  
THE HONGKONG LAND RECLAMATION CO., LTD. [1448]

## TO LET

**GODOWN** at San Shui Po near Compositors Dock. Large open compound in front suitable for the storage of Metal, Lumber, Ore, etc. Marine Lot; approached either from land or water side.  
For particulars apply to—  
W. G. HUMPHREYS & CO. [1524]

## TO LET

**4 LARGE BRIGHT AIRY OFFICES**, centrally located.  
Box No. 7143,  
Care of Daily Press Office. [1567]

## INTIMATION

## REQUISITES FOR SHAVING.

## RAZORS.

Gillette,  
Auto  
Ever Ready  
Rogers

## RAZOR STROPS.

Auto  
Canvas & Leather.

## SHAVING SOAPS.

Colgate  
Williams  
Solace  
Shavallo  
Gibbs

Vinolia  
Erasmic

## SHAVING CREAMS.

Williams  
Johnsons  
Colgate  
Palm Olive

## SHAVING BRUSHES.

A very fine assortment from best British makers

## A. S. WATSON &amp; CO. LTD.

(Established 1841)

## HONGKONG DISPENSARY

Phone No. 16.

[11]

## BIRTHS.

BROOD.—At Soochow, on October 2nd, to Mr. and Mrs. E. BROOD, Chinese Customs, a daughter.  
BUYERS.—At Kuling, on September 30th, to Mr. and Mrs. A. F. BUYERS, a daughter.

GRAM JENSEN.—At Shanghai, on October 2nd, to Mr. and Mrs. J. GRAM JENSEN, a son.

HAMPDEN-SMITH.—At Shanghai, on October 4th, the wife of W. G. HAMPDEN-SMITH, of a son.

JACOB.—At Shanghai, on October 1st, to Mr. and Mrs. S. I. JACOB, a daughter.

JEUNE.—At Shanghai, on October 3rd, to the wife of FRANÇOIS H. JEUNE, a son.

LE BRIS.—At Nice, France, on September 30th, to Mr. and Mrs. PAUL LE BRIS, a son, Jacques. (By cable).

LIDDELL.—At Shanghai, on October 1st, the wife of P. W. O. LIDDELL, a daughter.

## MARRIAGES.

GILLESPIE-LITTLE.—At Shanghai, on October 3rd, Capt. RONALD DARE GILLESPIE, late the Gordon Highlanders, to KATHLEEN LITTLE, third daughter of Dr. and Mrs. LITTLE, Alysham, Norfolk, England.

SHANERHOBST-LOPES.—At Shanghai, on October 1st, EDWARD GEORGE SHANERHOBST, to EMERLIA LUCREZIA LOPES.

## DEATHS.

ROWELL.—At Shanghai, on October 1st, ROBERT NELSON ROWELL, the beloved son of Mr. and Mrs. F. ROWELL, No. 17, Ford Lane, Shanghai.

WHITEHEAD.—At Shanghai, on October 3rd, J. W. WHITEHEAD, aged 48 years.

HONGKONG OFFICE: 104, DES VOUX RD., C.  
LONDON OFFICE: 121, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, OCTOBER 10TH, 1921.

## SURPLUS WOMEN.

The revelation of the census returns for Great Britain that there are two millions more women than men in the British Isles is regarded by *The Times* as creating a question "so immense and so far-reaching that few have yet realised its import." Its existence is by no means attributable to the war alone, for the records since the middle of the last century have shown an increasing preponderance of females at each decennial census. "Ten years ago," says *The Times*, "it seemed a very real problem that, under the conditions of employment for women that then prevailed, there should be 1,000,000 more women than men in

this country. Even then it appeared to foreshadow the overcrowding of the professions then open to them; their drifting into un congenial or unsuitable occupations, and the subsidence of thousands into the ranks of the distressed. To-day the excess is double; and though the problem has in some degree been mitigated by the expansion of woman's opportunities, which has followed the war, it has lost none of its true seriousness. Look at it how one will, there must remain for more than a generation a far larger surplus of women than could have well existed in the natural course of events. Time must indeed largely redress the balance; but in the immediate future every consideration of woman's position in the nation's life will be profoundly affected."

How can Time be expected to redress the balance if the tendency to a preponderance of females over males continues constant? Emigration is the solution suggested by *The Times*. The Dominions, it reckoned, could, on a broad estimate, absorb many thousands of women to the immense benefit of the British race. But somebody with a penchant for statistics has replied that, upon a rough computation, there is an excess of only 50,000 marriageable men in the Commonwealth of Australia, 19,000 in New Zealand, 30,000 in South Africa, and 200,000 in Canada. These figures give a total of 300,000 "marriageable men" for the four Dominions. We do not know how these figures are obtained, but unless the compiler means that there are 300,000 men wanting wives and cannot find them in the territories in which they reside, the information contributes nothing of value to the discussion. In the United Kingdom, among a population of nearly fifty millions, there must be a far greater number of "marriageable men" who, for some reason or other, are bachelors. If, however, these 300,000 men in the Colonies are seeking wives of English or Scotch descent the computations have an interest and would clearly lend support to the contention that emigration is, perhaps, the most practicable method of mitigating a grave national problem. Theoretically it seems sound to say that so long as the proportion of men to women in the Dominions is higher than in Great Britain the opportunities of marriage open to women there must be greater than they are at home; while if it could be established that the social and economic barriers to matrimony in newer countries were as a general rule less difficult to surmount than in the older, this argument would be all the stronger.

But is it not rather a big "if"? Just now in Australia public attention is being focussed on a scheme to provide "a million farms for a million families." It is a very attractive idea, but while it commands much support, the project is damned with faint praise in many quarters. No less an authority than the Minister of Lands, New South Wales, who prefers "close settlement," has mentioned among the reasons for his preference the natural objection of people to "the more or less primitive conditions which are necessarily associated with isolated and sparse settlement." This lends point to a comment on the suggested wholesale emigration of women from Great Britain made in the last letter of our London Correspondent who expressed the opinion that most women in Great Britain would prefer to earn their own living in one or other of the hundreds of occupations in industry now open to them rather than take a ticket for one of the Colonies on the chance of finding a husband on some lonely farm! We cannot, however, ignore the gravity of the problem. There is not enough employment in Great Britain in these times for everybody and the enfranchisement of women and their competition for occupations formerly monopolised by men must help to swell the stream of male emigration and make the problem of surplus women more difficult of solution.

To-day is the Chinese National Holiday.

The attention of owners of motor vehicles is directed to a Police notice in our advertisement columns to-day.

The management of the World Theatre is to screen a great patriotic picture "The Symbol of Sacrifice," to-day at 4.30 p.m. sharp, and also on Friday, 14th, Saturday, 15th, and Monday, 17th, at 6 p.m. Owing to the great length of this picture these matinees start much earlier than the usual times for matinees.

The Hon. Mr. Holyoak is leaving the Colony very shortly, we understand, on a protracted holiday, on account of the state of his health.

H.E. the Governor has been pleased to recognise, provisionally and pending instructions from the Secretary of State for the Colonies, Mr. Francis O. Seidle as a Vice-Consul of the United States of America in Hongkong.

Mr. C. R. Bennett, manager of the International Bank in Peking, is going on leave, and is being relieved by Mr. E. B. Lynch who has recently been stationed in Hongkong. Mr. Lynch was in Peking before the war and has many friends there.

The newly-appointed German Consul-General, Mr. F. Thiel, has arrived at Shanghai accompanied by his family. Mr. Thiel was Privy Councillor of the German Embassy at Tokyo, and was for many years before the war in the consular service in Japan.

We are asked to remind the members of the Helena May Institute that there will be a tea dance at the Institute on Thursday, October 13th, and another tea dance on Thursday, October 17th. Tables should be booked in advance.

Sir William Rees Davies, K.C., and Lady Rees Davies returned to the Colony yesterday from Home, by the P. & O. steamer "Karnata." Mr. and Mrs. P. M. Hodgson were also passengers by the same steamer.

With reference to the capture by bandits of Mr. Rasmussen, an inspector in the service of the Asiatic Petroleum Co., the *Canton Times* learns upon inquiry that the Canton officials have sent troops to Kwongning and are making every effort to apprehend the bandits and secure the release of Mr. Rasmussen. The Commission of Foreign Affairs, deprecates the payment of a ransom, as it would only tend to embolden the bandits to commit similar acts against foreigners.

About two thousand people assembled at the railway station at Peking on the occasion of the departure of the first party of Chinese Delegates to the Washington Conference, including representatives of the President, the Premier, and all official departments at the Capital, numerous other official and civil institutions, high officials and a host of personal friends of the party. The students, says a Reuter message, took advantage of the opportunity "to say a last word of encouragement and warning for the Delegation to do its best for China."

The following appointments by H.E. the Governor are notified in the current issue of the *Government Gazette*—Mr. Percy John Taylor to be Temporary Assistant Government Marine Surveyor from October 1st, 1921; Mr. Edwin George Smith to be Assistant Officer for the control and supervision of the forests of the Colony, with effect from October 1st, 1921; Mr. Chan to be a Forest Officer for the control and supervision of the forests of the Colony, in succession to Lam Kwun-yau, resigned, with effect from October 1st, 1921.

The Shanghai Lawn Bowls team thoroughly enjoyed their visit to Hongkong for the interport match, according to newspapers just to hand from the Northern port. Under the heading "Hongkong Lawn Bowls Team Had a Pleasant Trip," the sports edition of the *China Press* says that Southern Club officials each other in hospitality to visitors. The members of the team, before departure, were presented by Lady Mody with a gold wrist watch each as a souvenir. Acknowledgment is also made of Mr. D. Harvey's share in looking after the comfort of the team.

The death occurred at Shanghai last week, of Capt. W. J. French after an illness of several months. Capt. French, a well-known and old resident of Shanghai, has been of late years in command of local vessels of Messrs. Butterfield & Swire, with whom he had served practically 20 years. On first arriving in the East some 25 years ago, Capt. French was an officer in the str. *Lanadice*. This vessel changed owners shortly afterwards, and Capt. French remained in the East joining the Scottish Oriental Co., and finally Butterfield & Swire. He was a man of jovial and bright disposition and was held in great esteem by his colleagues. His remains were borne to the grave by captains in the service of the various shipping companies, the pallbearers being Capt. Williams and Messrs. Barkus and W. S. Kirby. Capt. French was 61 years of age and leaves a widow and family of four.

The following note is from the *Japan Chronicle*:—Viscount Kato, speaking at a Kenseikai meeting, declared that before Japan could be called upon to relinquish any of her Chinese property, the British must return Hongkong to China. The instance is rather an unfortunate one, because Hongkong, when it was ceded to Britain, was a small fishing and pirate station which the British used for the purpose of establishing a commercial base for the convenience and use of all nations. Viscount Kato, who still adheres to his original policy of making Tsingtau exclusively a Japanese settlement, can hardly fail to see that there lies a considerable gulf between the supposed territorial encroachment of Britain at a time when China (and Japan) were adhering to the policy of excluding all foreigners, and the territorial encroachment of Japan at Tsingtau, which, although the idea of an exclusive Japanese settlement has been abandoned, still leaves Japan in possession of all the rights and privileges which the five years of war enabled her to consolidate. Britain actually opened a piece of China to the world; Viscount Kato seeks to open China only to Japan.



## AMERICA AND THE ALLIES' DEBTS.

### THREATENED ANGLO-AMERICAN FREIGHT WAR.

#### PANAMA CANAL TOLLS QUESTION IN CONGRESS.

##### DOMINIONS AND WASHINGTON CONFERENCE.

###### LATEST CABLES.

###### (REUTERS' AGENCY.)

#### BRITISH SHIPPING CONFERENCE UNDERBID.

##### DOES IT FORESHADOW ANGLO-AMERICAN FREIGHT WAR?

WASHINGTON, October 8th.—Shippers of Egyptian cotton at Alexandria have been offered a rate to America ports ten shillings under the rate fixed by the British Shipping Conference.

The announcement of rate-cutting in reference to Egyptian cotton seems to foreshadow an Anglo-American freight war according to a statement of the British Conference published in London, which says that because the British Shipping lines refuse to give up the entire American rights under their longstanding contract the United States Shipping Board contemplates a ruinous competition between ports other than American. The statement declares that the British lines recently offered the Shipping Board a half share in "direct sailings from Alexandria to America, but this was refused. The Times of Washington, believes that the American shipping interests, besides a fifty per cent. cut on the carriage of Egyptian cotton against the Liverpool lines, intend to press American consignees to refuse delivery unless cotton is brought in American bottoms.

#### PANAMA CANAL TOLLS BILL. SENATOR ASKS AMERICA NOT TO SOIL HER HANDS.

WASHINGTON, October 8th.—Senator McCumber has joined the opposition to the Panama Canal Tolls Bill, arguing that the Hay-Pauncefote Treaty did not give America the right to exempt coastwise vessels, and the assertion of such rights by Congress was dishonourable. "We have invited the other great nations to join in a solemn compact to check the mad race for naval supremacy," he said; "let us not enter the Council with soiled hands."

#### AMERICA AND THE ALLIES' DEBTS.

##### PROPOSAL TO FUND NEARLY 10 BILLION DOLLARS' WORTH.

WASHINGTON, October 7th.—The question of funding nearly ten billion dollars' worth of Allied War debts to the United States was raised by the Secretary to the Treasury, Mr. Mellon, before the Committee of Ways and Means of the House of Representatives.

Mr. Mellon urged that Congress should take early action, giving him the fullest authority to conduct the funding negotiations at the earliest moment. The indebtedness of one Allied nation to another must also be considered; in other words, America must co-operate with other creditor nations in arranging a plan of settlement. The Governments of Europe, who owed about nine-tenths of the total debt, would in a year be in a condition to pay interest, of which none had yet been collected. No foreign Government had suggested cancellation of the debt since 1918. Mr. Mellon deprecated deferring the funding legislation until after the Conference.

Several members objected to placing such vast power in the hands of one man.

#### PHILADELPHIAN BANKER'S VIEWS.

ATLANTIC CITY, October 7th.—Mr. Norris, Governor of the Philadelphia Federal Reserve bank, in a speech said that America could better afford to wipe off Europe's indebtedness than to see Europe go bankrupt or ruin America's foreign market.

#### FRANCO-GERMAN AGREEMENT.

##### RESTORATION OF WAR-STRIKEN AREA.

PARIS, October 7th.—A Wiesbaden message states that M. Loucheur and Dr. Rathenau have signed the principal agreement for furnishing supplies in kind. Discussion of the subsidiary agreements will take place tomorrow. Under the agreement reached, Germany will furnish goods for restoration of the war-stricken French region to the value of M. 7,000,000,000 (gold) from October, 1921, to May 1st, 1926. Germany's reparation account will be credited with the cost of these supplies at a maximum rate of M. 1,000,000,000 a year until March 1st, 1936. (1). French and German private organizations are charged with the practical carrying out of the agreement.—Havas.

SUBSIDIARY AGREEMENT REACHED.—PARIS, October 8th.—M. Loucheur and Dr. Rathenau have signed a subsidiary arrangement relative to supplies of cattle, rolling-stock and coal. All the French newspapers are deeply satisfied with the practical Wiesbaden Agreements, the carrying out of which will hasten the restoration of the wasted regions.—Havas.

#### GERMANY READY TO CONCLUDE SIMILAR AGREEMENT WITH BRITAIN.

PARIS, October 8th.—In contrast with the strenuous opposition to which Franco-German negotiations throughout have been subjected by the French Nationalists and manufacturers, the signing of the Loucheur-Rathenau Protocol, mentioned yesterday, is hailed by the French Press to-day as the most important step yet taken towards repairing the ruin of devastated France. It has been suggested by both French and British critics that France is going behind the backs of the Allies in negotiating directly with Germany in order to secure more than she would have done under the Allied reparations scheme. The Figaro to-day, replying to this charge, says it might have retorted that France was more ruined than the Allies, but the fact is that France will not benefit as compared with the Allies unless Germany should cease all payments after 1926 and it is for Great Britain to see that such a breach of the Treaty does not occur.

French correspondents in Berlin forecast the speedy abolition of the military sanctions. Rathenau saying the agreement marks the beginning of the economic reconstruction of Europe and the World, and Chancellor Wirth declaring that Germany is ready to conclude a similar agreement with Great Britain.

#### GREAT BRITAIN'S TRADE, REDUCTIONS IN IMPORTS AND EXPORTS.

The imports during September amounted to £87,118,507—a decrease of £95,638,026—and the exports to £55,247,578—a decrease of £92,208,335—compared with the corresponding month last year.

#### A FLYING BOAT.

COVERS 188 MILES IN 80 MINUTES.—New York, October 8th.—A flying-boat, with three occupants, covered 188 miles from Aberdeen (Maryland) to Port Washington (New York State) in 80 minutes.

#### IRISH CONFERENCE.

##### GOVERNMENT'S REPRESENTATIVES.

LONDON, October 7th.—The names of the Government representatives at the Irish Conference, cabled on October 6th, have been officially confirmed. It is stated that the Attorney-General will join the Conference when ever constitutional questions are discussed.

[The representatives consist of the Premier, Lord Birkenhead (Lord Chancellor), Sir Hamar Greenwood (Irish Secretary), Mr. Chamberlain (Leader of the House of Commons), Sir Worthington Evans (Secretary for War), and Mr. Churchill (Colonial Secretary).]

#### SINN FEIN'S REPRESENTATIVES.

LONDON, October 8th.—The Sinn Fein delegates to the Conference who were mentioned on September 14th, except Collins, who joins them on Monday, arrived in London in the evening and were met on the platform by delegates from the Irish societies in Great Britain, headed by Irish pipers. They were enthusiastically greeted by dense crowds outside the Railway station, which was barricaded.

[The "plenipotentiaries" named in the cable of September 14th were Messrs. Arthur Griffith (chairman), Michael Collins, Barton, Gavan Duffy and Commandant Duggan.]

#### FAMINE-STRIKEN RUSSIA.

##### DR. NANSEN'S APPEAL.

LONDON, October 7th.—Dr. Nansen, in a speech at the National Liberal Club, said that twenty to thirty millions in Russia were hungry and at least ten million lives were at stake. The American Commission in Russia considered that the deaths of two to three millions in the winter were unavoidable. Two million tons of food are required, costing £30,000,000. He appealed to the Governments to provide £5,000,000 now to save the situation.

#### MATERIAL AND MORAL GUARANTEES REQUIRED.

BRUSSELS, October 8th.—The delegates to the International Conference on Russian Famine Relief have emphasised the importance of obtaining material and moral guarantees from Russia in return for Government credits. The delegates emphasised that political considerations must be entirely swept aside, the primary consideration being humanitarian. It was unanimously agreed that the Conference did not intend foisting any particular form of Government upon Russia, and there could be no question of interference in Russian internal affairs.

The delegates are discussing four resolutions. The first relates to the recognition of the former Russian debts by the Soviet; the second, to the despatch of immediate relief to Russia; the third to the despatch of a Commission of Inquiry; and the fourth to the question of saving the Russian children.

#### BRITISH COMMISSIONER APPOINTED.

LONDON, October 8th.—M. Komlosy, representative of the Russian Famine Relief Fund, in London, has announced the appointment of a British Commissioner who will co-operate with Dr. Nansen. M. Komlosy has not disclosed the name, which, he declared, was of such eminence that the question of guarantees would not be considered any more.

#### RESOLUTIONS OF THE CONFERENCE.

BRUSSELS, October 8th.—The Russian Famine Relief Conference has passed a resolution urging the necessity of financial and material assistance by the various Governments in order to supplement the work of private organizations, and laying stress on the importance of guarantees for the distribution of the relief and the right of the Red Cross Societies to send their own staffs to control the distribution. The Conference has passed a further resolution saying that the despatch of a Commission of Inquiry is essential before deciding on any credits, in order to ascertain the transport facilities and methods of distribution. The Conference declared that no definite solution would be findable until economic conditions return to the normal, for which purpose it urges the necessity of the Soviet recognizing Russia's public and private debts, thus restoring the confidence of exporters and traders.

#### "INVENTED, FORGED OR FALSIFIED"

##### RUSSIAN DENIAL OF ANTI-BRITISH INTRIGUES IN ASIA.

###### LONDON, October 8th.

M. Litvinoff has replied to the British Note, mentioned on September 30th, protesting against Bolshevik intrigues against British interests in Asia. He says that these grave charges are based on merely imaginary facts and unchecked loose information obtained from dubious sources. It is quite obvious that all the reports of speeches and utterances quoted in the British Note have been invented, forged or falsified. He adds that the Soviet fee's sure the British Foreign Office has been misled by a gang of professional forgers and swindlers. Since the conclusion of the Anglo-Russian Agreement the Soviet had had no dealings with any Indian revolutionaries, and strict instructions had been issued to the Soviet representatives in Asia to refrain from anti-British propaganda. The Note complains that the attitude of the British Government lately has been far from friendly towards Russia, and declares that when the British Government shows a readiness to adjust differences in a businesslike way it will find a ready response by the Soviet. The reply in other respects follows the lines of M. Berzin's statement, cabled on September 26th.

[Mr. Berzin attributed the false reports to Russian White Guards and French sources. He said the Soviet Government were making inquiries to refute the charges in detail, and that Russia was more than ever anxious for friendly relations with Great Britain.]

#### QUEENSLAND NOT SEEKING LOAN IN U.S.A.

BRISBANE, October 8th.—With reference to the message from New York, cabled on October 6th, the Premier, Mr. Theodore, flatly denies that the Queensland Government is carrying on financial negotiations anywhere else than in London. [The message referred to stated that the National City Bank Co. was offering £12 million dollars' worth of Queensland bonds.]

#### THE RISING IN SOUTH INDIA. CIVIL POLICE UNABLE TO KEEP ORDER IN MALABAR.

SIMLA, October 7th.—The General Staff Review states that difficulty is being experienced owing to the fact that there are at present no civil police capable of maintaining order in Malabar, after the Military have restored order, and consequently the troops have been reinforced, including a battalion of Gurkhas and a battalion of Kachinchins from Burma, with howitzers, wireless, motor-transport and mule sections. The Infantry have been specially selected for their experience in jungle work.

#### GRAVES' REGISTRATION IN FRANCE AND FLANDERS.

##### RETURN OF ALL MILITARY DETAILS OF THE STAFF.

LONDON, October 8th.—The War Office announced that all military details of the administrative and technical departmental staff employed in France and Flanders under the Directorate of Graves Registration have now returned to England, with the exception of a few officers and clerks whose duties will terminate at the end of October.

#### KEMALISTS RELEASE FRENCH WAR PRISONERS.

PARIS, October 8th.—A message from Ankara says that the first groups of the French war-prisoners have been released by the Kemalists and have departed for Marseilles via Adalia.—Havas.

#### THE ARBUCKLE CASE.

##### ANOTHER POSTPONEMENT.

SAN FRANCISCO, October 8th.—Arbuckle was charged in the Superior Court with manslaughter. His counsel succeeded in gaining a further postponement for the purposes of consultation. Arbuckle was later re-arrested for an alleged violation of the Prohibition Law.

#### CHARLIE CHAPLIN'S DEPARTURE.

LONDON, October 8th.—Charlie Chaplin has departed for New York amid small demonstrations at the Hotel and Railway station in London.

#### EARLIER CABLES.

##### RUSSO-POLISH AGREEMENT.

HARZINGERS, October 7th.—The Russian mission states that the Polish and Russian Governments have reached an agreement under which the former undertakes to comply with Russian demands in regard to the activities of revolutionary Russian organizations on the Polish side of the frontier, while the Russian Government undertakes to fulfil its obligations under the Treaty of Riga, and the work of the Evacuation Commission will begin.

#### LATEST CABLES.

##### WASHINGTON CONFERENCE.

##### U.S. WELCOMES DOMINIONS' REPRESENTATION.

###### WASHINGTON, October 8th.

Gratification is expressed in the State Department at the announcement that the British delegation to the Washington Conference includes Dominion representatives. Surprise is expressed at Mr. Hughes' statement that the United States "slammed the door in our faces" (cabled on October 7th), as the State Department declared that no communications were exchanged on the subject of the Conference between the Governments of the British Dominions and the United States as they might have been resented by the British Foreign Office as a violation of diplomatic usage. The inclusion of Australian representatives in the British delegation has not occasioned any surprise in the State Department.

There is considerable speculation in regard to the British representatives at the Washington Conference. Mr. Balfour is mentioned as the leader. Up to the present he has not accepted the invitation, but there is every possibility that he will do so. Lord Lee is regarded as certain to be a delegate. Mr. Winston Churchill and Sir Worthington Evans are also mentioned, but it is more likely that the former will be at the Irish Conference.

###### EARLIER CABLES.

##### AUSTRALASIA'S REPRESENTATION.

###### MELBOURNE, October 7th.

A telegram from Mr. Lloyd George of the 3rd inst., which Mr. Hughes read in the House of Representatives, said he was most anxious that Australia and New Zealand should be well represented in the British Empire delegation at Washington. The personal presence of Mr. Hughes was most desirable. Failing this, a single delegate might represent Australia and New Zealand. The telegram asked Mr. Hughes to consult Mr. Massey and to tell Mr. Lloyd George whom it was proposed to send. "We shall welcome any officer you may wish to send to serve on the Secretariat," says the message.

Mr. Hughes, a few hours afterwards, received a telegram from the British Embassy at Washington informing him, in reply to questions, that what Powers would be invited was left to the sole discretion of the United States, adding that six British representatives might be sent. Their names would be communicated to the United States after consultation with the Dominions and India.

Mr. Hughes said that another telegram, sent by Mr. Lloyd George to the Embassy at Washington, pointed out that the Imperial Conference had arranged that His Majesty's Government should represent the whole Empire at Washington, but the Dominion viewpoint. He himself (Mr. Lloyd George) would be unable to attend, as the Conference was certain to be prolonged and many urgent questions demanded his presence in England. He expressed the opinion that the British delegation would consist of Mr. Balfour and two others. Mr. Hughes added that the message omitted the name of one delegate, who had not yet consented to go; the other was Lord Lee, the First Lord of the Admiralty. Mr. Hughes said that the British Government had acted with every regard for the welfare and interests of the Dominions and Australia should accept the invitation to send a delegate. Mr. Hughes, denying Labour insinuations that Mr. Lloyd George's invitation was prompted from Australia, said: "We did our utmost at the Imperial Conference to secure representation of the Dominions, and only stopped when the United States slammed the door in our faces."

LONDON, October 7th.—Mr. Hughes' announcement of the appointment of Mr. Pearce, which was made following an interchange of cables between Australia and the United States, astonished London as it was the first intimation that Australia was negotiating directly with America; but a Melbourne message of to-day explains that the appointment of Mr. Pearce was solely due to cables from Mr. Lloyd George to Mr. Hughes, and the telegrams between Washington and Melbourne only referred to the delegation's accommodation.

##### INVITATION HANDED TO BELGIUM.

BRUSSELS, October 7th.—The United States Ambassador has handed the Foreign Minister an invitation to the Far Eastern Conference at Washington.

##### PORTUGAL'S REPRESENTATIVE.

LISBON, October 7th.—Senator Malto Barreto, the Foreign Minister, will represent Portugal at the Washington Conference.

##### WILL MR. LLOYD GEORGE ATTEND?

LONDON, October 7th.—Notwithstanding that the Premier has notified his inability to attend the Washington Conference, there are grounds for believing that the decision may be changed. America is very anxious for his presence, and considerable influential pressure is being exercised to induce him to reconsider the matter. This was strongly supported at a meeting of the Cabinet to-day. It is now extremely likely that Mr. Lloyd George will go if other developments render it possible.

##### AFFAIRS IN GERMANY.

##### ARRESTS FOR HIGH TREASON.

PARIS, October 7th.—A Berlin message says that a warrant has been issued for the arrest of Kapp, Luitpold, and Ehrhardt for high treason.—Havas.

[This appears to be an Imperialist attempt, the first named among the arrested being, presumably, the leader of last year's brief insurrection.]

##### EGYPTIAN COTTON CROP.

CAIRO, October 7th.—The official estimate of the cotton crop to October 4th gives a total of 3,440,000 cantars.

#### ABOLITION OF WAR-TIME BONUS.

##### INDUSTRIAL PEACE THREATENED BY TWO MILLION MEN.

###### LONDON, October 7th.

The industrial peace is threatened by a dispute between engineering employers and workers on the abolition of the Ministry of Munitions' war-time bonus, representing a loss of about ten shillings weekly on present earnings, in addition to the six shillings reduction a few months ago. A conference of delegates of the Engineering Trade Unions to-day decided to take a ballot of members on the employers' proposal to remove the bonus in three instalments. Nearly a million workers are concerned, while an equal number are involved in a similar dispute in regard to the munitions bonus for shipbuilding employees, who belong to the same federation as the engineering employees. Thus, nearly two million men are involved in the outcome of the negotiations.

#### GOVERNMENT'S UNEMPLOYMENT PROPOSALS.

##### LABOUR'S CAUTIOUS ATTITUDE.

###### LONDON, October 7th.

A conference at Westminster of Labour members of the House of Commons, the Labour Party Executive, and the Council of the Trade Union Congress held a stormy discussion of the Premier's invitation to Labour to join the Government Unemployment Committee. The Conference sent a letter to the Premier declaring that Labour was prepared to appoint six representatives to explain Labour's unemployment proposals and to examine the Government proposals, but not as members of a joint committee including financiers, employers, and labour representatives. They could not be held responsible for any policy adopted by the Government.

The Premier has replied that he will meet the Labour representatives early next week.

The conference decided to send a further letter to the Premier protesting against the Premier not meeting the Labour representatives immediately. The Labour representatives are Messrs. R. B. Walker, E. L. Poulton, Sidney Webb, Ramsay MacDonald, and Arthur Henderson and Miss Margaret Bondfield.

#### INDUSTRIAL PROSPECTS IN THE U.S.

##### MR. HOOVER'S FORECAST.

NEW YORK, October 7th.—Mr. Hoover, Secretary of Commerce, addressing the American Export Manufacturers' Association, said that national industry might expect an early spring-time recovery, having entered a period of easier credits, which was marked by a rise in the price of bonds and a decrease of the Federal Reserve and interest rates generally. It must not be thought, however, that the country was on the threshold of a boom. The return of economic stability was still remote, and there was little hope of the foreign trade of America or any other country becoming normal or any violent fluctuations in foreign exchange continuing. Steps to secure some stabilization of the German mark must take priority before the stability of any European country was possible.

#### THE PARIS RAILWAY DISASTER.

##### GOVERNMENT TO BE INTERPELLED.

PARIS, October 7th.—Twenty-eight bodies have been recovered from the wreckage in the Batignolles tunnel. In many cases fragments of clothing and jewellery were the only clue to identity. The signalman has been arrested on a charge of showing a signal that the tunnel was clear. The disaster, following numerous other accidents since the war, has caused an outcry as to the insecurity of railway travelling in France. The Government will be interpellated immediately in the Chamber assemblies.

PARIS, October 7th.—There are twenty-six dead as a result of the Suburban train crash.—Havas.

#### FAR EASTERN CABLE NEWS.

##### (THROUGH REUTER'S AGENCY.)

##### THE MACAO CONTROVERSY.

CONFLICTING STATEMENTS FROM PORTUGAL.—LONDON, October 8th.—The Lisbon newspapers assert that the controversy with China over jurisdiction in Macao waters is assuming gravity, and the Portuguese Government is sending troops and two cruisers.

The Minister of Commerce, however, has declared that the matter will be settled diplomatically.

##### [BY COURTESY OF THE "CHINA MAIL"]

#### TLS. 400,000 OPIUM HAUL AT SHANGHAI.

##### THE LOTTERY ORACLE.

SHANGHAI, October 8th.—A record number of accused appeared in the International Mixed Court yesterday when 109 men were charged simultaneously with running or frequenting *Awocai* lotteries. All were rounded up in a police raid the previous evening. The principals were sentenced one to three months, and the other to one month's imprisonment, respectively. Nineteen forfeited \$10 bail and the rest were fined \$5.

Five men charged in connection with a sensational find of opium valued at Tls. 400,000 were dismissed owing to lack of evidence. The opium was confiscated and will be destroyed.



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## IN JAPAN PROPER

|                                                                                                                                                         |                                                                                                                                     |                                                                                                                                           |                                                                                                                                       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|
| Chuzenji (Nikko) —<br>Lake Hotel<br>Kamakura —<br>Kaikoku Hotel<br>Karuizawa —<br>Mitsui Hotel<br>Mampei Hotel<br>Kobe —<br>Oriental Hotel<br>Tor Hotel | Kyoto —<br>Kyoto Hotel<br>Miyako Hotel<br>Matsumoto —<br>Park Hotel<br>Miyajima —<br>Miyajima Hotel<br>Miyajima Hotel<br>Fuji Hotel | Nagasaki —<br>Nagasaki Hotel<br>Nara —<br>Nara Hotel<br>Nikko —<br>Nikko Hotel<br>Osaka —<br>Osaka Hotel<br>Shimonoseki —<br>San-ya Hotel | Shimoda —<br>Daitoku Hotel<br>Tokyo —<br>Imperial Hotel<br>Tokyo Station Hotel<br>Tsukiji Seiyoken Hotel<br>Yokohama —<br>Grand Hotel |
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## IN TAIWAN (FORMOSA)

Taipei (Taiwan) Railway Hotel

## IN CHOSON

|                                                                                                         |
|---------------------------------------------------------------------------------------------------------|
| Keijo (Seoul) —<br>Chosen Hotel<br>Fusan —<br>Fusan Station Hotel<br>Shingai —<br>Shingai Station Hotel |
|---------------------------------------------------------------------------------------------------------|

## IN MANCHURIA

|                                                                                       |
|---------------------------------------------------------------------------------------|
| Changchun —<br>Yamato Hotel<br>Dairen —<br>Yamato Hotel<br>Hsiching —<br>Yamato Hotel |
|---------------------------------------------------------------------------------------|

## Hotel (Makden) —

Yamato Hotel

Byejuan (Port Arthur) —  
Yamato Hotel

## THE NEW WOMAN.

### ESSENTIAL EVE.

[BY BEATRICE KEAN SEYMOUR, AUTHOR OF  
 "INVISIBLE TIDES" AND "INTRUSION."]

Upon the modern woman there has descended of late a veritable avalanche of criticism, and though some of it undoubtedly falls from older-fashioned lips, the bulk of it comes, as it always has come, from men. In so far, too, as the modern woman has moulded her life with some regard to masculine prejudice, her criticism may, for the purposes of this article, be regarded as masculine. From the avalanche emerges the fact that the modern woman can do nothing right; she is a terrible problem before which her critics sit impatiently down and wring their hands.

Nevertheless, I am extremely doubtful whether it is the modern—or new—woman against whom these charges are really made. As far as our mothers and grandmothers are concerned, there was certainly never a time when they did not reprove their daughters with that tiresome phrase: "When I was a girl..." It is the eternal girding at youth by the old, at the old by the young, and seems to come as naturally to the human race as weeds to a garden. But the bulk of masculine criticism is (and always has been) aimed at woman—at that essential Eve ("whether it be in the person of mother or sister") against whom St. Augustine warned the young man who came complaining that he wished to become a monk, and was being held back by his mother. Woman, in short, has been made the scapegoat, and one is permitted to wonder, perhaps, what man would have done without her. He has declared, vaingloriously, that a woman's standards are inferior to his own ("The woman of highest standard is immeasurably beneath the man of lowest standard," says one cheerful gentleman); her virtue has always been suspect; her honour declared negligible. This is essentially the criticism to be expected in a world which assumes that, apart from men, women have no lives at all, for in a scheme of things where women must be for ever competing for men's favours it is not to be expected that women would show to advantage. Such a condition of things must inevitably develop the worst feminine qualities; as it would develop those of the male if positions could be reversed. But the queer thing is that the spirit of this sort of criticism should have survived till to-day, for surely the distinctive thing about the "new" woman is that she no longer believes that she has no life of her own. It is this fact chiefly which gives her a new outlook upon the world. Yet, even so, the problem is not quite so simple as it looks, for to-day no more than at any other time it is possible to talk of women as though they were all made to one pattern, all true to type. But the problem can certainly be simplified by dividing the modern woman into two classes—

- 1.—The woman who has really a "new" outlook upon life; and
- 2.—The woman who has not.

### THE VALUE OF INDEPENDENCE.

The woman of Class 1 (the "new" type proper) has learned at least one thing very thoroughly. She has learned that women are essentially the outcome of their training, and that if you teach a girl to regard marriage as the *raison d'être* of feminine existence it is scarcely to be wondered at that she should bend all her energies to attracting men. Neither (since it is an exhausting game) can you expect her to have much time for the apparently quite superfluous occupation of mind-cultivation. The really new woman has her eyes less on some problematical husband than on the achieving of her own career, the building up of independence and self-respect—two qualities not over-appreciated by the critics who call her hard and "unwomanly." I doubt whether she is either, but in any case all such terms are relative, for the fact remains that since considerable numbers of women will not to-day have the chance of marriage (however much they may desire it), self-reliance and independence are their best equipment for life. The new woman is right to prefer to shape a path for herself rather than to engage in the old struggle of "finding some man to keep her," which always a humiliating business, is to-day an outrageously unequal one as well. To me nothing is clearer than that the efforts the modern girl has so far made towards this achieving of independence have already strengthened her character and given her a wider view of life than she could ever have obtained through the tedious allurement of men.

And so it comes about that, having no longer to regard marriage as a living, a girl can afford to stand away from it and look at it in better perspective. Men who say that the modern woman of to-day is selfish and undesirous of marriage and motherhood do not realise, I think, the growing passionate revulsion from the easy attitude which assumes that a woman is negligible except as a wife and potential mother. The thinking woman sees other aspects of life, and resents the fact that many men give to women as mothers the respect they so often deny to them as human beings. This claim to individuality—an individuality of their own, utterly apart from that of husband and child (though often beautifully complemented in the happiest unions)—is one of the most pronounced characteristics of the "new" woman, and I cannot but believe it must make for the ultimate betterment of the human race. Neither, so far as my observation goes, do I find any justification for the contention that this type of girl makes any less excellent a wife and mother than the older-fashioned woman her critics continually exalt as an example.

### HUSBAND-HUNTING.

But when we come to the woman of the second class we are on totally different ground. We find her still bending all her energies to the playing of the man-attracting game, playing it with extreme thoroughness, either fairly or unfairly. It is the white convert, freedom into license, and exaggerated the very sensible and hygienic dress of to-day, thus calling down upon her sex the animadversions of bishops and people who belong still to that old conspiracy to maintain that

(Continued at foot of next column.)

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## THE TOP HAT.

Uncouth, malformed, inhuman thing! Dark as some old magician's ring. Hard as a usurer's heart, and stiff As the chalk sides of Dover cliff! In pain we struggled five long years. Poured out our vapourings, blood, and tears.  
 And now the war is fought in vain, For I do see thee back again— Thou creepst, slinkest, from thy lair In Bond-street, or by Leicester-square, And on the thoughtful heads of those Who spurn dull care, or seek repose, Perchest; a diabolical bat! How do I hate thy accursed top hat!  
 Then in the trenches or the office, Mindful of what the Pall Mall toff is, We sweetly told ourselves, the grip Of fashion shall the sword unrip. A freer world we saw arise, Byronic collars, Shelley ties, The loose-cut knicks, the fancy vest Should our untrammelled forms invest. Now, cursed fate, thou sendest me back To the striped trows and tube of black: And Countess X. denies her roof To the felt hat and waterproof. So I must flee to Gib, or Joppa Because I can't afford a topper!  
 —A.M. in *Morning Post* (London).

women have no legs, except, as somebody said somewhere the other day, "when the Government says they may." The business of this type of girl is to attract men; to that end she uses everything at her command. Shrewd and calculating, she "knows" men, has drawn her own conclusions about them. Why should she occupy her mind with "higher" things when men's minds (where women are concerned) are so obviously occupied with the lesser? She was pretty, over-dressed, and even at a glance, adorably silly. That sentence from Mr. Gilbert Cannan's new novel gives the case of these women in a nutshell. Adorably! They can hardly be blamed for giving men what so many of them do seem to want. Useless to say that these girls do not obtain husbands. They do—and good ones (the instances are overwhelming)—so that their policy must to them stand completely justified. Yet these girls (and it cannot be too emphatically pronounced) are not "modern." They merely are modern conditions, modern freed for their own ends. Far from being "new" they are, beneath their veneer, as old as time. The really "new" woman is she who has learned the dignity of her own existence and has ceased to care so tremendously what men think of her. She is less mysterious than her pseudo-modern sister, but she is incomparably finer. Alas! that she is not yet in the majority, nor ever can be whilst mothers—disregarding every sign of the times—continue exclusively to instruct their daughters in the game of husband-catching, and whilst so many men show so plainly that ideas and character are as nothing to them beside the fluffy prettiness of a feather-head. Beyond doubt men get the women they deserve.—*Daily Telegraph*.

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AMERICAN AMBASSADOR'S LETTERS.

America never sent an Ambassador to St. James's who entered more fully into our national life than Mr. Walter Hines Page. He went everywhere, was interested in everything, observed us at work and at play—and wrote voluminous and racy letters to President Wilson telling him all about us and our ways. President Wilson told his Cabinet that these letters "make you feel the atmosphere of England, understand the people, and see into the motives of the great actors," and he expressed the wish that some day they would be published.

That wish is to be gratified through the medium of *The World's Work*, the periodical of which Mr. Page was himself founder and editor, and the first of the series of letters appear in the September number. They provide interesting reading, with their shrewd thrusts at what he regarded as our little national conceits. This, for instance:-

"The two things that this island has of eternal value are its gardens and its men. Nature sprinkles it almost every day, and holds its moisture down so that every inch of it is for ever green; and somehow we thrive as the lawns do—the most excellent of all races for progenitors. You and I are the thankful enough that our ancestors came of this stock and escaped in time to save us. Even those that have stayed have cut a wide swath, and they wield good scythes yet. But I have moods when I pity them—for their dependence, for instance, on a Navy (two keels to one) for their very bread and meat. They frantically resent inconveniences. They seem to despise bath-rooms; every gentleman must have his own tin tub."

"They build their great law court building (the architecture ecclesiastical) so as to provide an entrance hall of imposing proportions, which they use once a year; and to get this fine hall they have to make their court-rooms, which they must use all the time, dark and small and inaccessible. They think as much of that once-a-year ceremony of opening their courts as they think of the even justice that they dispense; somehow they feel that the justice depends on the ceremony. This moss that has grown all over their lives (some of it very pretty and most of it very comfortable—it's soft and warm)—is of no great consequence, except that they think they'd die if it were removed. And this state of mind gives us a good key to their character and habits."

**RADICALS IN KNEE BREECHES.**  
A State banquet at Buckingham Palace appears to have filled the Ambassador's soul with wonder, and he writes to the President that he was much impressed by the splendour of the thing, adding, "I don't know how other Kings do, but I'm willing to swear by King George for a job of this sort."

The letter proceeds:-  
"All for his Majesty of Denmark a country with fewer people and less wealth than New Jersey. This whole Royal game is most interesting. H. H. Asquith and Lloyd George and John Morley were there, all in white knee-breeches of silk and swords and most gaudy coats—these that are the Radicals of the kingdom, in literature and in action."

"Whether it's the Court, or the honours and the medals and all the social and Imperial spoils, that keep the illusion up, or whether it is the Old World inability to change anything, you can't ever quite decide. In Defoe's time they put pots of herbs on the desks in the court-rooms of every court in London to keep the plague off. The pots of herbs are yet put on every desk in every court-room in London. A century or so ago somebody tried to break into the Bank of England. A special detachment of the King's Guard was designated—a little company of soldiers to stand watch at night. The Bank has twice been moved and is now housed in a building that would stand a siege of that guard, in uniform, goes on duty every night. Nothing is ever abolished, nothing ever changed."

"A man of learning had an article in an afternoon paper a few weeks ago which began thus: 'It is now universally conceded by the French and the Americans that the decimal system is a failure, and he went on to concoct a scheme for our money that would be more rational and historical.' In this hot debate about 'Uster' a frequent phrase used is 'Let us see if we can't find the right formula to solve the difficulty; their whole lives are formulated. Now may not all the honours and garters and thistles and O.M.'s and C.V.O.'s and all manner of gaudy securities be secure only because they can't abolish anything? My servants sit at table in a certain order, and Mrs. Page's maid wouldn't yield her precedence to a mere housemaid for any mortal consideration—no more than a Royal person of a certain rank would yield to one of a lower rank."

"A real democracy seems as far off as doomsday. So you argue, till you remember that it is these same people who killed kings and made human liberty possible—to a degree—and till you sit day after day and hear them in the House of Commons, mercilessly pounding one another. Then you are puzzled. Do they keep all these outworn things because they are incapable of changing anything, or do these outworn burdens keep them from becoming able to change anything? I daresay it works both ways."

Apparently the possibility that his country might have to take over and remake ours some times troubled Mr. Page.

"What (he asks) are we going to do with this England and this Empire presently if ever economic forces transfer the leadership of the race from them to us? How can we lead it and use it for the highest purposes of the world and of democracy?"

Mr. Page's description of the outbreak of war will take its place in history (says *The World's Work*). He described Sir Edward Grey telling him, with tears in his eyes, of his unsuccessful attempt to prevent war. The Austrian Ambassa-

(Continued at foot of next column.)

**MR. CLYNES'S TALK TO LABOUR.**

STRIKE WEAPON WEAKENING.

Mr. J. R. Clynes, M.P., President of the National Federation of General Workers, delivered his presidential address at the annual conference of the Federation at Blackpool, on August 18th.

Following the end of the war, he said, the era of artificial wealth in which the country had lived speedily passed away. Distracted politicians and statesmen, having failed to learn anything from the lessons of previous wars, were incapable of directing the course of national events to save the population from the privations which war had always produced. The state of the market made it impossible for groups of workmen to hold out successfully against adverse, after-war conditions. Many employers who assented to principles of settling disputes by arbitration when workmen were in a position to enforce a claim by the threat of a strike had, for some time past, resisted appeals to arbitrate on wage claims because the state of unemployment and the high cost of living exerted such pressure on workmen that they had been compelled to yield to large reductions in pay.

In the main employers had shown no mercy. They had taken full advantage of the economic pressure of severe unemployment to force workmen to accept certain conditions not as a bargain, or a fair arrangement, but because men were driven by the prospects of hunger to submit to terms which never should be imposed upon them. A conciliatory spirit, about which some employers talked, and conditions of cooperation between capital and labour, could never be established so long as great bodies of workmen were made the victims of trade depression each time a dislocated labour market put in the hands of the employers almost unlimited power to settle conditions of service. So long as one side engaged in industry owned nothing but the labour expended in production, and the other side owned the material and exercised full authority and control, it would be difficult to cultivate any sense of common interest. But they could not afford to wait for improvement until they could do everything for everybody. It was along that road of gradual improvement in industrial relations that employers could do much, if they had the will.

**"BLACK FRIDAY."**  
After stating that national ownership in essential national services was an undiminished claim of organized labour, Mr. Clynes said that it was painful to hear some persons, educated and fed as gentlemen, talking ignorantly about their fellow-countrymen who were angry, and hungry because of industrial conflicts due to efforts to reduce their wages. The spirit of class war was not a monopoly of a section of the working class, and labour must learn, therefore, to approach the needs of industries in a different mood from that which prompted the mineowners, for example, to make demands which no one would defend. Referring to "Black Friday," he said that there were men who thought that an executive or an official could direct and move in one direction or the other millions of workmen who entertained different points of view and had interests not always in common. Huge masses of men were not likely to respond to any signal which at any time group of officials or a committee might be disposed to give them. The "would-be leaders" who criticized were usually men who knew nothing of the first principles of loyalty to collective executive action. Leaders who were competent to take a long view should not be suspected of a wish to settle a trouble on any terms which were offered.

The belief that the strike weapon could accomplish anything had receded, and it was not more clear that men would not engage in a strike to fight for anything for which they were not ready to vote. Industrial events had tended to restore the political weapon of Labour to its proper place.

In conclusion, Mr. Clynes denounced the giving of doles to the unemployed, which, he said, was a policy of complete waste. He also made a strong plea for disarmament and world peace, which could only be found in cooperation.

At the afternoon session, Mr. J. Jones, M.P., moved a resolution deploring the Government's failure to take action to prevent the great industrial depression from which the country was suffering, or to deal adequately with the relief of the unemployed. He said that the mere giving of money to stave off starvation was not a statesmanlike way of dealing with the problem. It was like putting a sticking-plaster on a wooden leg (laughter). Unemployment had been deliberately manufactured by bringing about wage reductions. Mr. W. Godfrey (Vehicle Workers' Union) seconded, and the resolution was carried, as was a further resolution protesting against the use of the military in trade disputes.

**THE HOME POPULATION.**

The highest marriage rate for any first quarter, and the lowest death rate for any second quarter, are recorded in the latest returns for England and Wales. The marriage rate of 13,672 is higher than the corresponding rate of last year by 10.5 per thousand. Deaths in the second quarter numbered 109,471, a decrease of 11.5 per thousand. Infant mortality during the second quarter was also low, the recorded 67 per thousand being 20 below the average. The predominance of births of male children is more pronounced than formerly, being 1,057 to the 1,000 females, compared with an average of 1,042.

As to Great Britain wringing his hands and behaving like a madman; and of the German Ambassador, Prince Lichnowsky, so unnerved that he comes into his drawing-room clad in his pyjamas, to receive distinguished callers. Page's description of England under the stress of war, the fortunes of Englishmen, the sublime courage and self-sacrifice of Englishwomen—will be for ever cherished by the British public. "I thank God," he says, "that I am of their race and blood."—*Daily Telegraph*.

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**BORNEO LINE.**—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers s.s. "HINSANG" and s.s. "YANNIS" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datt.

**TIENTSIN LINE.**—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

**BANGKOK LINE.**—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

**CALCUTTA LINE.**

s.s. **"LAISANG"** will be despatched on or about  
Tuesday, 11th Oct., at 3 p.m., for SINGAPORE, PENANG  
& CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET-  
TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to:-

**Jardine, Matheson & Co., Ltd.**

GENERAL MANAGERS

Telephone No. 215.

**GLEN AND SHIRE**

Joint Service of Steamers.

U.K.-STRAITS. CHINA &amp; JAPAN SERVICE.

OUTWARDS.

| Vessel               | Leave Hongkong | Discharges |
|----------------------|----------------|------------|
| S.S. "PEMBROKESHIRE" | 20th Oct.      | 20th Oct.  |
| S.S. "GLENFIFE"      | 22nd Oct.      | 22nd Oct.  |
| M.V. "GLENBOYLE"     | 10th Nov.      | 10th Nov.  |
| M.V. "GLENROSE"      | 20th Nov.      | 20th Nov.  |

HOMEWARDS.

| Vessel               | Leave Hongkong | Discharges                          |
|----------------------|----------------|-------------------------------------|
| M.V. "GLENAPP"       | 19th Oct.      | GENOA, LONDON, ROTTERDAM & HAMBURG. |
| S.S. "OARNAVONSHIRE" | 3rd Nov.       | GENOA, LONDON, ROTTERDAM & HAMBURG. |
| S.S. "GLENIFFER"     | 23rd Nov.      | GENOA, LONDON, ROTTERDAM & HAMBURG. |

Movements are subject to change without notice.

For freight or further particulars please apply to:-

**Jardine, Matheson & Co., Ltd.****The Glen Line, Ltd., AGENTS.**

Telephone No. 215 sub-ex. 23 and 3896.

Cable Address

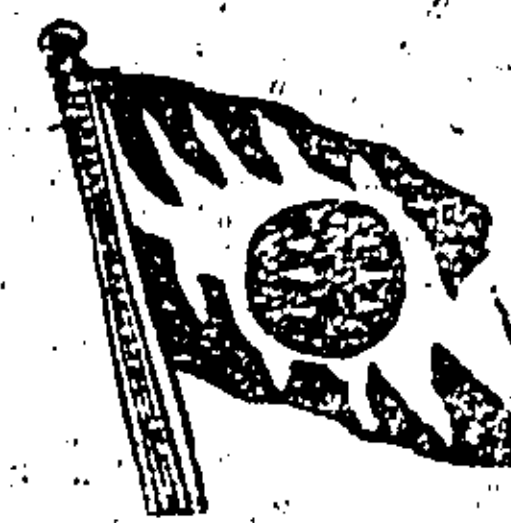
Kawasaki, Kobe.

Bentley's A.B.C. 5th Ed.

and Scott's Codes.

Telephone: Sansammy

3844 3933.

**KAWASAKI KISEN KAISHA**

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP . . . ¥20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. M. ARAI

The Company has on hand a Large Number of

**NEW CARGO STEAMERS**

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:-

Eleven steamers of 9,100 tons each deadweight.

And under the Company's Management:-

Twenty steamers of about 9,100 tons deadweight each.  
Two steamers of about 6,400 tons deadweight each.  
(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

**KAWASAKI KISEN KAISHA.**

No. 3, Bunko Koma.



## SHIPPING NEWS

## ARRIVALS.

October 8th.  
**Alta Maru**, Japanese str., 4,846 tons, Capt. T. Inoue, from Kobe and Shanghai, with a general cargo.—O.S.K.  
**Chikungu**, British str., 1,228 tons, Capt. B. H. Thomson, from Canton, with a general cargo.—B. & S.  
**Euphrates**, British str., 2,306 tons, Capt. G. W. Sinclair, from Singapore and Hoibow, with a general cargo.—MacKinnon, Mackenzie & Co.  
**Human**, British str., 1,143 tons, Capt. Walker, from Saigon, with rice and meal.—B. & S.  
**Hydrangea**, British str., 561 tons, Capt. J. W. Colman, from Swatow, with a general cargo.—Chiu On S.S. Co.  
**Kasado Maru**, Japanese str., 3,725 tons, Capt. N. Yanagi, from Moji, with a general cargo.—O.S.K.  
**Luchuan**, British str., 1,338 tons, Capt. R. Meacham, from Bangkok, with a general cargo.—B. & S.  
**Lyrus**, British str., 4,523 tons, Capt. C. T. Clark, from Shanghai, with a general cargo.—B. & S.  
**Saichon**, Chinese str., 734 tons, Capt. W. L. Forster, from Hoibow, with a general cargo.—Kwong Yut Woo.  
**Seistan**, British str., 1,421 tons, Capt. Thomas, from Swatow, with a general cargo.—Kuen Seng.  
**Shan**, British str., 1,228 tons, Capt. Ashley, from Canton.—B. & S.  
**Shantung**, British str., 1,368 tons, Capt. R. Roberts, from Shanghai and Swatow, with a general cargo.—B. & S.  
**Shanghai**, Chinese str., 297 tons, Capt. G. A. de Souza, from K. C. Wan and Macao, with a general cargo.—Po On S.S. Co.  
**Takuma Maru**, Japanese str., 1,294 tons, K. Aoyama, from Haiphong and Hoibow, with a general cargo.—Y.K.K.  
**Takuma Maru**, Japanese str., 1,006 tons, Capt. Y. Mishima, from Canton.—Dodwell & Co.  
**Takuma**, Chinese str., 492 tons, Capt. Leung Ki Sang, from K. C. Wan and Macao, with a general cargo.—Yau Pat S.S. Co.  
**Yei Maru**, No. 2, Japanese str., 1,624 tons, Capt. W. Nishikawa, from Hongkong, with coal.—M.B.K.  
 October 10th.  
**Chosen Maru**, Japanese str., 1,927 tons, Capt. T. Thunasaki, from Kobe and Moji, with a general cargo.—O.S.K.  
**Hakuhaku**, British str., 1,270 tons, Capt. W. C. Passmore, from Swatow, with a general cargo.—Bouglas S.S. Co.  
**Hokai Maru**, Japanese str., 1,078 tons, Capt. K. Kato, from Keelung and Swatow, with coal.—Y.K.K.  
**Kuruma**, British str., 5,087 tons, Capt. A. B. Arncliffe, from London, etc., with passengers and general cargo.—MacKinnon, Mackenzie & Co.  
**Kwong**, Chinese str., 1,488 tons, Capt. Lindsey Crawford, from Canton, with a general cargo.—C.M.S.S. Co.  
**Mingpan**, British str., 989 tons, Capt. C. R. J. Cummins, from Bangkok and Swatow, with a general cargo.—J.M. & Co.  
**Telex**, British str., 4,520 tons, Capt. S. G. Reynard, from Liverpool and Singapore, with a general cargo.—B. & S.  
**Silver State**, American str., 8,377 tons, Capt. P. Bartlett, from Seattle and Shanghai, with passengers and general cargo.—Admiral Line.  
**Tjiliboet**, Dutch str., 3,035 tons, Capt. J. R. Buys, from Batavia and Balikpapan, with a general cargo.—J.C. J. L.  
**Torilla**, British str., 3,189 tons, Capt. J. S. Reddoch, from Calcutta, with a general cargo.—M.M. & Co.

## CLEARANCES.

October 9th.  
**Chikungu**, for Weihaiwei.  
**Hakuhaku**, for Saigon.  
**Kasado Maru**, for Singapore.  
**Kwong**, for Swatow.  
**Laen**, for Swatow.  
**Leusan**, for Bangkok.  
**Shan**, for Shanghai.  
**Shantung**, for Canton.  
**Takuma Maru**, for Chingwaatao.  
**Taming**, for Manila.  
**Takuma**, for Shanghai.

## SHIPPING MOVEMENTS.

The N.Y.K. s.s. **Shidzuoka Maru** (European line) left Singapore for this port on October 7th, and is expected here on October 12th.  
 The N.Y.K. s.s. **Suva Maru** (American line) left Kobe for this port via Nagasaki and Shanghai on October 7th, and is expected here on October 10th.

## PACIFIC MAIL S.S. CO.

MANAGING AGENTS, U.S. SHIPPING BOARD.

## TRANS-PACIFIC SERVICE

Freight and Passenger.  
 SAN FRANCISCO VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU  
 AMERICAN STEAMERS.  
 For SAN FRANCISCO VIA SHANGHAI, KOBE ETC.  
 SS. "HOOPER STATE" ... Leave Hongkong ... Arrive San Francisco  
 SS. "EMPIRE STATE" ... Nov. 16th Noon ... Dec. 8th  
 SS. "GOLDEN STATE" ... Dec. 6th Noon ... Dec. 24th  
 Dec. 14th Noon ... Jan. 5th, 1922.

## FOR SINGAPORE AND SOURABAYA

Freight and Passenger.

SS. "EMPIRE STATE" ... sailing Nov. 8th noon.

## SHANGHAI-CALCUTTA SERVICE

Freight Only

SS. "DOYLESTOWN" ... FOR SHANGHAI ... sailing Oct. 19th.

SS. "CADDOPRAK" ... FOR HAIPHONG ... sailing Oct. 16th.

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Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA &amp; COLOMBO.

Monthly Sailings.

For full information regarding rates, space, etc., apply to—  
 PACIFIC MAIL S.S. CO.  
 Telephone 141. Cable Address "SOLANO." Hotel Macdonald, Hongkong.

## PASSENGERS.

## ARRIVALS.

Per s.s. **Hakuhaku**, on October 8th.—Miss Carvalho, Messrs. Carvalho, Beck, McIlroy, Helbling, Basto and Pearson.  
 Per s.s. **Torilla**, on October 8th.—Mr. and Mrs. Raper, Mr. and Mrs. Sibley, Mrs. Hall, Mrs. Humphreys, Mr. Purdie, Mr. Syer.  
 Per P. & O. str. **Karmala**, on October 9th.—For Yokohama—Mr. G. H. Brooks, Mr. and Mrs. F. W. Gibbs, Rev. and Mrs. T. Weston, Mr. G. C. Skinner, Mr. Terrill, For Kobe—Mr. E. K. Dinahall, Mr. A. G. Mullins, Misses Mullins; For Shanghai—Rear-Admiral MacLachlan, Pay-Commr. Leste-Moon, Capt. R. Elliot, Pay-Lieut. J. Shephard, Chief Steward Hills, C.P.O. Gore, C.P.O. Gould, Private Hoyburn, Lieut. Commr. and Mrs. Lawrenson, Mr. J. Evans, Mr. R. D. Mansfield, Mr. R. E. Prettejohn, Mr. L. A. Lyall, Miss L. E. Lyall, Mr. and Mrs. L. H. Lawford, Miss Davidge, Rev. J. H. Wayne, Mr. E. H. Adams, Mrs. J. Campbell, Mrs. J. S. Brown, Mrs. Mackenzie, Mr. and Mrs. Ockwell, Mrs. K. Singleton, Mrs. Nimmo, Miss McDonald, Miss S. D. Henson, Mr. and Mrs. W. Russell Brown, Miss L. Read, Mr. and Mrs. W. Abbott, Mr. and Mrs. H. Serinshaw, Mr. and Mrs. P. Maloney, Mrs. F. M. Neild, Miss A. Harris, Miss D. S. Manooch, Mr. A. Hay, Mr. G. McCroft, Mr. and Mrs. M. E. Summers, Mr. P. M. Bessley, Mrs. L. Garner, Miss C. Cottrell, Major and Mrs. C. F. Stockwell, Mrs. Castle, Miss Castle, Miss C. Castle, Miss H. Castle, Mr. F. Palmer, Mr. F. M. Neild, Mr. R. A. Quast, Mr. T. Yoshigawa, Mr. F. K. Coombs, For Hongkong—Mr. H. Pollard, Mr. and Mrs. P. M. Hodgson, Rev. and Mrs. G. G. Barnes, Rev. E. A. Bastin, Mrs. F. N. Young, Mr. and Mrs. J. Sloan, Mrs. W. Brown, Miss D. M. Morris, Mr. P. Drummond, Mr. and Mrs. T. Harrington, Mrs. F. Thompson, Mr. G. Gibson, Mr. W. and Lady Rees-Davies, Mr. and Mrs. Concheronsett, Mr. T. H. Hill, Mr. and Mrs. J. R. Ennis, Mr. Yates, Mr. and Mrs. J. S. Brittain.

## VESSELS EXPECTED.

**Takuma Maru** (T.K.K.), due October 20th.  
**4th Maru** (N.Y.K.), due October 13th.  
**Beaton Maru** (N.Y.K.), due October 10th.  
**Bowen Castle** (Dodwell-Castle Line), due end of November.  
**Hyon** (Blue Funnel line), due October 10th.  
**Japan** (B.L.), due October 19th.  
**Kaga Maru** (N.Y.K.), due October 27th.  
**Kamkura Maru** (N.Y.K.), due October 10th.  
**Kawa Maru** (N.Y.K.), due October 13th.  
**Kirin Maru** (N.Y.K.), due October 11th.  
**Montague** (C.P.S.), due October 20th.  
**Nyanga** (P. & O.), due October 26th.  
**Shidzuoka Maru** (N.Y.K.), due October 12th.  
**Somali** (P. & O.), due November 8th.  
**St. Albans** (E. & A.), due October 24th.  
**Torilla** (B.L.), due October 28th.  
**Tyden** (Blue Funnel line), due October 12th.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 9th.

|                | Previous Day | On Date   | On Date   |
|----------------|--------------|-----------|-----------|
|                | at 9 p.m.    | at 6 a.m. | at 3 p.m. |
| Barometer      | 29.91        | 29.95     | 29.89     |
| Temperature    | 78           | 74        | 79        |
| Humidity       | 57           | 79        | 67        |
| Wind Direction | SE           | ENE       | ESE       |
| Force          | 4            | 2         | 3         |
| Weather        | b            | c         | b         |
| Rain           | 0.00         | 0.00      | 0.00      |

Highest open-air Temperature on 9th ... 79  
 Lowest open-air Temperature on 9th ... 72

## HONGKONG TIDE TABLE.

From 10th to 16th October 1921.

| HIGH WATER.  |               |                      |         | LOW WATER.   |               |                      |         |
|--------------|---------------|----------------------|---------|--------------|---------------|----------------------|---------|
| Days of Week | Days of Month | H'kong Standard Time | Height  | Days of Week | Days of Month | H'kong Standard Time | Height  |
| Mon.         | 10            | h. m.                | ft. in. | Mon.         | 11            | h. m.                | ft. in. |
|              |               | 5 41                 | 6 1     |              |               | 11 29                | 2 7     |
| Tues.        | 11            | h. m.                | ft. in. | Tues.        | 12            | h. m.                | ft. in. |
|              |               | 4 51                 | 6 0     |              |               | 10 44                | 4 9     |
| Wed.         | 12            | h. m.                | ft. in. | Wed.         | 13            | h. m.                | ft. in. |
|              |               | 7 21                 | 5 3     |              |               | 0 18                 | 2 6     |
| Thurs.       | 13            | h. m.                | ft. in. | Thurs.       | 14            | h. m.                | ft. in. |
|              |               | 6 32                 | 6 1     |              |               | 0 57                 | 4 5     |
| Fri.         | 14            | h. m.                | ft. in. | Fri.         | 15            | h. m.                | ft. in. |
|              |               | 7 53                 | 5 8     |              |               | 1 21                 | 2 5     |
| Satur.       | 15            | h. m.                | ft. in. | Satur.       | 16            | h. m.                | ft. in. |
|              |               | 7 31                 | 6 2     |              |               | 1 39                 | 3 6     |
| Sun.         | 16            | h. m.                | ft. in. | Sun.         | 17            | h. m.                | ft. in. |
|              |               | 8 38                 | 6 3     |              |               | 2 28                 | 2 1     |
|              |               | 8 29                 | 6 3     |              |               | 2 32                 | 2 6     |
|              |               | 8 44                 | 6 4     |              |               | 2 42                 | 2 7     |
|              |               | 8 50                 | 6 9     |              |               | 3 1                  | 2 6     |

## CANADIAN PACIFIC STEAMSHIPS LIMITED

## HOME VIA CANADA

## Hongkong to England

via Shanghai, Nagasaki, (Moji), Kobe, Yokohama, Vancouver &amp; Montreal.

| Pacific Steamer   | From Hongkong | Due Vancouver |
|-------------------|---------------|---------------|
| Empress of Russia | Oct. 18       | Oct. 31       |
| Monteagle         | Oct. 26       | Nov. 19       |
| Empress of Asia   | Nov. 10       | Nov. 28       |
| Empress of Japan  | Nov. 23       | Dec. 14       |
| Empress of Russia | Dec. 8        | Dec. 26       |
| Monteagle         | Jan. 17       | Feb. 11       |

Connecting Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp, Havre, Naples & Danzig.  
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## HONGKONG to SAN FRANCISCO

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s.s. "CHINA" ... s.s. "NANKING"

Nov. 3rd ... Dec. 12th

## HONGKONG to SINGAPORE

s.s. "NANKING" ... s.s. "CHINA"

Nov. 23rd ... Oct. 15th

## FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States &amp; Canada

also  
 Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PACIFIC BUILDING. Tel. 1934. ICE HOUSE STREET. Tel. 2161.

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BETWEEN SHANGHAI, HONGKONG, SINGAPORE,

BATAVIA, SAMARANG AND SOURABAYA.

## S.S. "NILE"

HONGKONG TO JAVA. HONGKONG TO SHANGHAI.

November 13th. October 29th.

## FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States &amp; Canada

also  
 Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

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BETWEEN

## JAPAN, HONGKONG &amp; JAVA.

For BATAVIA, SAMARANG, SOERABAYA, MACASSAR

and BALIKPAPAN.

S.S. "MACASSAR MARU" ... sailing on or about 15th Oct.

For MOJI, KOBE, OSAKA and YOKOHAMA.

S.S. "BORNEO MARU" ... sailing on or about 26th Oct.

For further particulars please apply to—

K. SUZUKI, Manager, 2nd Floor, Prince Building, No. 3, Des Voeux Road Central, Tel. No. 2306.

## T. K. K. TOYO KISEN KAISHA

## HONGKONG TO SAN FRANCISCO

VIA KEELUNG, SHANGHAI, THE INLAND SEA, JAPAN &amp; HONOLULU.

## "THE PATHWAY OF THE SUN"

| STEAMER      | TONS   | LEAVE HONGKONG           |
|--------------|--------|--------------------------|
| PERLA MARU   | 9,000  | Oct. 23rd, at 10.30 a.m. |
| TAIYO MARU   | 23,000 | Oct. 28th                |
| SIBERIA MARU | 20,000 | Nov. 15th                |
| SENJO MARU   | 22,000 | Nov. 27th                |
| SEIYU MARU   | 23,000 | Dec. 18th                |

\* Calling at Dairen and omitting call at Keelung and Shanghai.

† Calling at Dairen and omitting call at Keelung.

## SOUTH AMERICAN LINE

## HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLENDINO, ARICA &amp; IQUIQUE.

THROUGH BY TRANS-AMERICAN ROUTE TO BUENOS AIRES.

| STEAMER     | TONS | LEAVE HONGKONG |
|-------------|------|----------------|
| SEIYO MARU  | —    | Nov. 9th       |
| RAKUYO MARU | —    | Dec. 12th      |

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 &amp; 2375.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

## STRUTHERS &amp; DIXON, Inc.

Operating Far Eastern services for account of the

UNITED STATES SHIPPING BOARD.

## TO SEATTLE &amp; VANCOUVER

\* "West Iris" ... 20th Oct.

\* To LOS ANGELES &amp; SAN FRANCISCO

\* "West Calera" ... 24th Oct.

\* Also cargo accepted for Transshipment at San Francisco and/or Seattle for weekly sailings to

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK &amp; BOSTON.

Through Bills of Lading issued to all U.S. &amp; Canadian Overland Common Points.

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[451]

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REGULAR TRANS-PACIFIC FREIGHT SERVICE

Operating U.S. Shipping Board Steamers

Between

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and China, Japan and Philippine Island Ports.

\* "WEST JESSIE" ... sailing about 14th Oct.

\* "WEST JAPPA" ... sailing about 15th Nov.

\* "WEST IVAN" ... sailing about 2nd Dec.

Further sailings to be announced later. Through Bills of Lading issued to all Overland Common points in U.S. and Canada.

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FRANK WATERHOUSE &amp; COMPANY, 4th Floor, Prince's Buildings. Telephone 1662.

## JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

| STEAMER   | FROM      | EXPECTED ON OR ABOUT | WILL LEAVE ON OR ABOUT | FOR                      |
|-----------|-----------|----------------------|------------------------|--------------------------|
| TJILIBOET | JAVA      | in port              | 13th Oct.              | SHANGHAI & JAPAN         |
| HALDIS    | JAVA      | 17th Oct.            | 22nd Oct.              | BATAVIA via BELAWAN DELI |
| TJILIWONG | AMOY/SHAI | 28th Oct.            | 31st Oct.              | JAVA                     |

\* Wireless Telegraphy.  
 The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.  
 For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1674.



## VEREENIGDE NEDERLANDSCHE SCHEEPVAARTMAATSCHAPPIJ

(United Netherlands Navigation Company)

## HOLLAND-OOST AZIE LIJN

(Holland-East Asia Line)

(Members of the Straits, China and Japan Conferences).

Regular monthly service between

## JAPAN PORTS, SHANGHAI, HONGKONG AND

MANILA

AND

## AMSTERDAM, ROTTERDAM, HAMBURG

## AND BREMEN

Sailings, subject to alterations.

For Rotterdam, Amsterdam &amp; Hamburg—19th Oct.

"BOFROE" ... AMSTERDAM, ROTTERDAM &amp; HAMBURG ... 2nd Nov.

"TOSABI" ... AMSTERDAM, ROTTERDAM &amp; HAMBURG ... 10th Dec.

"OLDEKERK" ... ROTTERDAM, AMSTERDAM &amp; HAMBURG ... 10th Jan.

"RADJA" ... AMSTERDAM, ROTTERDAM &amp; HAMBURG ... 10th Feb.

For full particulars please apply to—

JAVA-CHINA-JAPAN LIJN.

General Agents,

York Building.

Tel. 1674.



## AMERICAN &amp; ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.  
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH &amp; CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.,  
Managing Agents.

## "ELLERMAN" LINE.

ELLERMAN &amp; BUCKNALL S.S. CO. LTD.

JAPAN, CHINA &amp; STRAITS

UNITED KINGDOM &amp; CONTINENT.

LONDON ROTTERDAM, HAMBURG &amp; GLASGOW

as "KENTUCKY" ... 8th Oct.

GENOA, LONDON &amp; ROTTERDAM

as "CITY OF PEKIN" ... 29th Oct.

LONDON, ROTTERDAM &amp; HAMBURG

as "CITY OF DELHI" ... 12th Nov.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.,

or to REISS &amp; Co., CANTON.

General Agents.

## NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN &amp; MANCHURIAN LINE

ELLERMAN &amp; BUCKNALL S.S. CO., LTD.

Sailings from Hongkong.

|                    |                |           |
|--------------------|----------------|-----------|
| "MURMACHUS"        | via Suez Canal | 12th Oct. |
| "CITY OF ADELAIDE" | via Suez Canal | 1st Nov.  |
| "TEDEUS"           | via Suez Canal | 18th Nov. |
| "KANSAS"           | via Suez Canal | 17th Nov. |

\* Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD &amp; SWIRE, or THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON;

REISS &amp; Co.

CANTON.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

| DESTINATION                                                                             | STEAMER & DISPLACEMENT | SAILING DATE            |
|-----------------------------------------------------------------------------------------|------------------------|-------------------------|
| HANGHAI, KORE & YOKOHAMA                                                                | "AMAZONTE" 11,000      | On or about 6th Nov.    |
| MARSEILLES via HAI PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DIBOUTY, SUEZ & PORT SAID | "ARMAND BEHIC" 11,000  | On or about 22nd Oct.   |
|                                                                                         | "CORDILLERE" 11,000    | On or about 1st Nov.    |
|                                                                                         | "ANDRE LEBON" 22,000   | During 1st part of Nov. |

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,  
Acting Agent,  
Queen's Building.

Telephone 740

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Lights and Fans in staterooms and Saloons, and Excellent cuisine.

FOR

## SWATOW, AMOY &amp; FOOCHOW

AND RETURN

(Occupying 3 to 10 Days).

|            |                     |                               |
|------------|---------------------|-------------------------------|
| "HAIHONG"  | Capt. W. C. Pasmore | TUESDAY, Oct. 11th, at 2 P.M. |
| "HAILOONG" | Capt. W. Cooper     | TUESDAY, Oct. 18th, at 2 P.M. |

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,  
General Managers.P. & O. - British India  
Apcar and  
Eastern & Australian  
Lines

(COMPANIES Incorporated in ENGLAND).

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

| S.S.       | Tons  | From Hongkong (about) | Destination                  |
|------------|-------|-----------------------|------------------------------|
| "KHIVA"    | 9,000 | 15th Oct.             | Marseilles, London & Antwerp |
| "DUNERA"   | 5,400 | 18th Oct.             | Singapore, Colombo & Bombay  |
| "SARDINIA" | 8,600 | 23rd Oct.             | Marseilles, London & Antwerp |
| "KARMALA"  | 9,000 | 11th Nov.             | Marseilles, London & Antwerp |
| "NYANZA"   | 7,000 | 25th Nov.             | Marseilles, London & Antwerp |

## BRITISH INDIA - APCAR SAILINGS (South)

REGENT APCAR | 4,700 | 20th Oct. | Calcutta via Straits.

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

|              |       |           |                          |
|--------------|-------|-----------|--------------------------|
| "ABAFURA"    | 8,000 | 17th Oct. | Manila, Thursday Island, |
| "ST. ALBANS" | 4,500 | 14th Nov. | Townsville, Brisbane,    |
|              |       |           | Sydney & Melbourne.      |

## SAILINGS TO SHANGHAI &amp; JAPAN

|              |       |                   |                           |
|--------------|-------|-------------------|---------------------------|
| "EURYALUS"   | —     | 10th Oct. D'light | Amoy only.                |
| "TORILLA"    | 5,300 | 11th Oct. 6 a.m.  | Amoy, Shanghai and Kobe.  |
| "KARMALA"    | 9,000 | 13th Oct. noon    | Shanghai, Kobe & Yokohama |
| "ST. ALBANS" | 4,500 | 26th Oct.         | Yokohama direct.          |

## SPECIAL STEAMER.

The P. &amp; O. s.s. "EGYPT" is expected to leave Hongkong on or about the 14th January, 1922, taking passengers and cargo for MARSEILLES and LONDON calling at Bombay.

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Salon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. &amp; O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcel Messengers not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,  
22, Des Voeux Road, Central, HONGKONG. Agents.O. S. K.  
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG—Monthly direct service via Singapore and Port Said.

"AMAZON MARU" ... Wednesday, 9th Nov.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN &amp; CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

"SEATTLE MARU" ... Tuesday, 11th Oct.

BOMBAY &amp; COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

"MALAY MARU" ... Thursday, 27th Oct.

DELI &amp; BANGKOK via SAIGON &amp; SINGAPORE—Regular Monthly PASSENGER SERVICE.

"BUSHO MARU" ... Tuesday, 1st Nov.

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA—Via Shanghai and Japan—Regular fortnightly PASSENGER service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S.A. in connection with Chicago Milwaukee and St. Paul Railway.

"ARIZONA MARU" (omit Shanghai) ... Thursday, 20th Oct.

"MAJIMA MARU" ... Friday, 4th Nov.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.

"HONOLULU MARU" ... Friday, 14th Oct.

NEW ORLEANS LINE via SUEZ.

"BORNEO MARU" ... Friday, 21st Oct.

JAPAN PORTS—Kobe &amp; Yokohama via Shanghai.

"ATLAS MARU" ... Saturday, 15th Oct.

KEELUNG via SWATOW &amp; AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"ANAKUSA MARU" ... Saturday, 22nd Oct.

TAKAO via SWATOW &amp; AMOY.

"BOSHO MARU" ... Sunday, 16th Oct.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager,  
No. 1, Queen's Building. [50]

Tel. Nos. 114 &amp; 745

## AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINE AND AUSTRALIAN PORTS.

Steamer | Arr. Hongkong from Australia | Lv. Hongkong for Australia

SAILINGS SUBJECT TO ALTERATION

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo loaded through to all Australian, New Zealand &amp; Tasmanian Ports. For freight and passage apply to— BUTTERFIELD &amp; SWIRE Agents.

C. N. C.  
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

| For                     | Steamer    | To Sail              |
|-------------------------|------------|----------------------|
| SWATOW & SHANGHAI       | "SHANTUNG" | On 11th Oct. Noon.   |
| TIEN-TSIN               | "KIUKANG"  | On 12th Oct. Noon.   |
| SHANGHAI                | "SOOJHOW"  | On 13th Oct. Noon.   |
| MOHOW, PAKHOI & F'HOONG | "KAIFONG"  | On 15th Oct. 10 A.M. |
| SHANGHAI & TSINGTAO     | "CHEENAN"  | On 15th Oct. 4 P.M.  |

SHANGHAI LINE—PASSENGER, MAILS and CARGO. Excellent Saloon accommodation. Ample Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

Telephone 86.

BUTTERFIELD & SWIRE,  
Agents.

Operating the following U.S. Shipping Board Steamers:

## PASSENGER AND FREIGHT SERVICE

FOR VICTORIA, VANCOUVER, SEATTLE

S.S. "SILVER STATE" ... (for Manila only) ... Oct. 11th

(Calling Shanghai &amp; Japan Ports).

From Hongkong Arrive Seattle

S.S. "SILVER STATE" ... Oct. 22nd ... Nov. 11th.

FOR HONOLULU AND SAN FRANCISCO.

S.S. "HAWKEYE STATE" ... Oct. 1st 10 A.M. ... Oct. 23rd Arrive San Francisco

FOR PORTLAND DIRECT

(Calling at Manila, Shanghai, Kobe &amp; Yokohama)

S.S. "COAKET" ... Oct. 15th.

S.S. "MONTAGUE" ... Nov. 11th.

S.S. "ABERCOS" ... Dec. 7th.

Through Bills of Lading issued to Overland Common points.

Passenger and Freight Particulars.

## THE ADMIRAL LINE

Telephone 2477 &amp; 2478.

5th Floor, Hotel Mansions. [7]

THE ADMIRAL LINE  
PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON-SINGAPORE-BATAVIA

and other JAVA PORTS.

PASSENGERS &amp; FREIGHT.

FOR SINGAPORE DIRECT.

S.S. "CADARETTA" ... Sailing

S.S. "LAKE ONAWA" ... Sailing Oct.

FREIGHT ONLY.

FOR SAIGON.

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES—

5th Floor, HOTEL MANSIONS,  
Telephone 2477 & 2478.PASSENGER OFFICE,  
QUEEN'S BUILDING, 2, QUEEN'S HOUSE ST.

## SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "SCHODACK" ... 29th Sept.

S.S. "JADDEN" ... 15th Oct.

For freight space and particulars apply to—

BARBER STEAMSHIP  
LINES, INC..

THE ADMIRAL LINE

TELEPHONE

AGENTS.

5th FLOOR,

2477 &amp; 2478.

HOTEL MANSIONS.

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## PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers



For BOSTON

and/or

NEW YORK



S.S. "GALIC PRINCE" ... (via Suez) Nov. 1st.

For Freight and full particulars apply to—

FURNESS, (FAR EAST) LIMITED

(Incorporated in Great Britain)

St. George's Building

Telephone 2161.  
Telegrams (Furness).

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